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**HISTORICAL AND ARCHEOLOGICAL STUDY
OF THE
GEORGE WASHINGTON MEMORIAL PARKWAY
...
ARLINGTON COUNTY, VIRGINIA**

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By

Paul B. Cissna, Ph.D.

Occasional Report #4
Regional Archeology Program
National Capital Region, National Park Service
Washington, D.C.
1990





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HISTORICAL AND ARCHEOLOGICAL STUDY
OF THE
GEORGE WASHINGTON MEMORIAL PARKWAY
FROM
THE THEODORE ROOSEVELT MEMORIAL BRIDGE
TO THE LORCOM LANE TURNABOUT
ON SPOUT RUN PARKWAY,
ARLINGTON, VIRGINIA

with reference to the archeology and history
along the length of the GWMP in Arlington County,
especially between the Fourteenth Street Bridge
and Chain Bridge

By

Paul B. Cissna, Ph.D.

Report Submitted to the National Park Service, National Capital Region, under
the auspices of the Cooperative Agreement between the National Capital Region
and the Department of Anthropology, University of Maryland, College Park.

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PREFACE

The National Park Service intends to widen the George Washington Memorial Parkway between the Theodore Roosevelt Memorial Bridge and the Spout Run Parkway. This study addresses the nature of impact to the potential archeological resources lying in the path of the proposed construction, and provides historical information that will serve to enhance NPS interpretation of the study area.

Because of the documented impact in the form of extensive cut/fill activities associated with the initial construction of this portion of the parkway, combined with an NPS intention to ensure as limited additional impact as possible when the road is widened, the proposed construction presents minimal potential impact to archeological resources that have not already been compromised, if not destroyed. Selected recommendations are incorporated into the text of the report; a complete listing appears in a separate section at the end of the document.

This study has found the lands encompassed by the George Washington Memorial Parkway to harbor a wealth of prehistoric and historic resources, realized and potential. Prehistoric occupation may extend to the Paleo-Indian Period, the earliest documented dawn of man's arrival in the New World. Occupation is certainly evident over the last 4,000+ years, especially within the last 2,000. The area was home to the historically-documented Nacotchtanke Indians, a subgrouping of the Maryland-based Piscataway population, Algonquian-speakers who inhabited what is now the metropolitan area of Washington, D.C. on both sides of the Potomac River.

With the advent of European colonization, Indian settlements yielded to colonial expansion; the study area and vicinity saw increased European activity and settlement. Specific activities included early plantations and later farms; mills, ferries and quarries; bridges, roads, railroads and canals; amusement parks and marinas; communities real and communities planned. The lands encompassed by this portion of the GWMP were home to the Lee's and the Mason's, and to others less well known.

If the recommendations listed at the end of this document are adhered to, the proposed road construction and related activities will result in as minimal harm to these cultural resources as is possible.

Prehistoric sites and/or features discovered include Late Woodland (possibly contact era) American Indian activity adjacent to Roosevelt Island and the Key Bridge, and isolated activities (evidenced by a single, broken projectile point and a quartz core) in the path of the temporary bridge being built over Spout Run. General and specific prehistoric sites and activities within the vicinity of the greater study area (Fourteenth Street Bridge to Chain Bridge) are discussed.

Historic sites and/or activities discovered (and/or rediscovered) include the elusive Mason "Mill Race" (actually a road bermed as a rifle trench in the Civil War); a Civil War rifle trench associated with Fort Strong; quarries and signs of quarrying activities, including "Little Italy;" abutments from the 19th Century Aqueduct Bridge; and, a remnant of the Alexandria Canal.

Potential sites in the vicinity of, or within, the study area include the proposed--and to an extent actual--19th Century community of Jackson City, and the Civil War Fort Jackson; Mason's Ferry, and Awbrey's Ferry; the early twentieth century manifestation of Arlington Amusement Beach; and a shadow-like settlement, possibly historically known as Sandy Beach, dating from the very late 19th century and ending with the construction of the GWMP, that quietly stretched along the Potomac River front from Rosslyn to Spout Run--now in part almost certainly destroyed, in part almost certainly buried under extensive fill, under the GWMP.

Thanks are due a number of people, including but not limited to: Regional Archeologist Dr. Stephen R. Potter, for his patience, advice, and boundless knowledge; NPS Archeologist Mike Strutt, for his assistance in the limited excavations that were possible; Denver Service Center Architectural Historian Steve Elkington, for the use of assorted maps and specific historical information; NCR Land Use specialist Norbert Erickson, for his knowledge of historical maps and his detailed knowledge of the history of Arlington; and, Sara Collins of the Virginia Room of the Arlington County Library, for her expert advice and guidance.

Special thanks are due to Mr. Bernard Pearson, a retired Arlington County volunteer fireman who provided invaluable insights into early twentieth century Arlington; Bruce McCoy, historian/archeologist and an Arlington resident, who provided a number of insights into the mystery of Mason's Mill and "Mill Race;" retired Arlington County Chief Naturalist Scott Silsby, who discovered the lion's share of the known prehistoric (and many historic) sites within Arlington County, and generously shared his vast knowledge of areal prehistory, history, natural history and geology; and, especially, NPS Park Ranger/Historian Jim Putman who was a constant companion and historical mentor throughout this study.

The National Park Service will find the historic and prehistoric discussions in this document useful for interpretive programs. The collection of maps will enhance and help visualize interpretation. The recommendations basically mirror those presented in a partial draft report submitted to the Office of the Regional Archeologist in May 1989.

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CHAPTER ONE: INTRODUCTION

Study Area/Statement of Purpose

A 1.6 mile portion of the George Washington Memorial Parkway (GWMP) extending from the Theodore Roosevelt Memorial Bridge to the Lorcom Lane turnabout on Spout Run Parkway is scheduled for eventual road widening/improvement and yet to be determined landscaping (see Appendix A: Plates I and II) in order to "reduce commuter traffic congestion and improve safety while protecting and enhancing the scenic and recreational values of the parkway" (National Park Service 1985:1). The proposed action includes lengthening the inbound merge lane from the Spout Run Parkway onto the GWMP; lengthening all acceleration and deceleration lanes, both in and outbound; the reconstruction of the off-ramp at Key Bridge; adding a new connection to Rosslyn via Route 50 to the Roosevelt Bridge off-ramp (once agreement is reached with the Virginia Department of Highways); the installation of a pedestrian bridge over Spout Run, part of general improvement along the Potomac River hiking trail; reconstruction and rehabilitation of the deck of the inbound bridge crossing Spout Run; and, reinforcement of the Spout Run channel (National Park Service 1986:5).

The intent of this report is to present research findings concerning both the historical overview and archeological potential for the entire length of the George Washington Memorial Parkway in Arlington County, Virginia, from Four Mile Run to the Chain Bridge with a special focus on the six mile stretch between the Fourteenth Street Bridge and Chain Bridge. One thing quite evident from this study is that the ribbon of highway in question, surrounded by a stretch of green oasis, did not pass harmlessly through an unoccupied zone. Indeed, the path of the existing parkway transversed a myriad of cultural resources, some extant at the initial installation, some still extant, even if truncated, others possibly buried under tons of fill dirt, and still others possibly eradicated. Potential resources span the full temporal range of human activity in the area, from Paleo-Indian to known ethnographic tribes, from initial seventeenth century occupation by the European to the twentieth century. Only when we have definitive proof that an area was subjected to extensive cutting can we safely say that the physical remains of the cultural heritage in that section has been lost.

Contemporary Setting

According to the 1985 U.S. Census update compiled in the World Almanac (Lane 1986:296-313), forty-eight of the fifty states that comprise the United States of America are divided into counties. The exceptions are Alaska (with 23 "divisions") and Louisiana (64 parishes). As one may suspect, some of Alaska's Census Divisions tend to be extensive, the largest (Yukon-Koyukuk) being 159,099 square miles, slightly larger than the entire state of California. The smallest parish in Louisiana is 194 square miles. Arlington County, Virginia, on the other hand, covers 26 square miles and ties with Bristol County, Rhode Island as the second smallest county in the country (Niagara County, New York, at 22 square miles, is the smallest).

Arlington is unique, however, for more than its small size. Due to the nature of its growth, especially after World War Two, and its proximity to Washington, D.C., Arlington functions much as a small city rather than a county. It has a number of well-established neighborhoods with active civic associations but no towns, incorporated or unincorporated. It also has a "downtown" area in Clarendon (Rebeck 1989), albeit a downtown which, like so many downtown areas, is being supplanted by a "mall" and itself becoming an artifact of the past destined for redevelopment. This city-like phenomena cannot be ignored in understanding the history of the county, a history that is part and parcel of the past and present of the portion of land now administered by the George Washington Memorial Parkway.

Arlington is bordered on the east and north by the gentle meander of the Potomac River, surrounded to the north and west by the much larger Fairfax County, and hemmed to the south by the City of Alexandria. Pimmit Run enters the Potomac just south of Chain Bridge. Together the stream and the bridge remind us that the county line is near, approximately 2,000 feet upriver. The well-known Four Mile Run marks the Arlington/Alexandria border.

An analysis of virtually any map, especially when combined with a visual inspection of the area, will reveal that five prominent, and several lesser, streams enter the Potomac along the Arlington border. Proceeding from upriver to down, the prominent streams are: Pimmit Run, Donaldson Run, Gulf Branch, Spout Run, and Four Mile Run.

For its entire length along the Potomac, Arlington faces Washington, D.C. across the river. Like neighboring Maryland, Washington's borders extend to the mean tide line along Arlington's shores. Thus, Theodore Roosevelt Island is within the confines of the nation's capital, as is Lady Bird Johnson Park (both are well-known features associated with the George Washington Memorial Parkway and administered by the National Park Service).

Several bridges cross the Potomac from Arlington to Washington. From north (upriver) to south (downriver) these are: Chain Bridge, the Francis Scott Key Memorial Bridge, Theodore Roosevelt Memorial Bridge, Arlington Memorial Bridge, and what is known in the vernacular as the Fourteenth Street Bridge. The latter is actually a complex of the George Mason Memorial Bridge, the Rochambeau Memorial Bridge, and an adjacent Railroad Bridge. The Rochambeau Memorial Bridge has recently been renamed the A.D. Williams Memorial Bridge. Only one segment is actually called the Fourteenth Street Bridge.

The Arlington riverfront is dominated by the George Washington Memorial Parkway. The extreme southern (downriver) portion is excepted. Here, at Roaches Run, the Parkway viers inland to the west of the National Airport, not to reappear on the waterfront until crossing Four Mile Run, the noted Arlington/Alexandria border. Just south of Dangerfield Island the Parkway enters the City of Alexandria, ends as a bonified parkway, and becomes Washington Street.

North Arlington (the county being divided into North and South Arlington) stretches along the Potomac River from the Arlington Memorial Bridge to a nebulous point just upriver from Chain Bridge. The county line is demarcated by the Palisades of the Potomac, exposures of bedrock reflecting the drop of the Potomac River from the interior Piedmont Physiographic Zone to the Coastal Plain. From the river, or from the Washington shoreline, this portion of the county appears as an illusion of untouched woodlands. In reality it is anything but untouched. Historically, it was subjected to quarrying activities--and to the construction of the George Washington Memorial Parkway. To slightly underestimate the situation, both these forces left their mark on the area, yet both combine to give the appearance of pristine waterfront.

Unlike Theodore Roosevelt Island which (with the exception of a memorial dedicated to its namesake) has been allowed to revert to a natural state, the remainder of Arlington's riverfront is largely dominated by manmade manifestations: the "city skyline" of Rosslyn; the silent expanse of Arlington National Cemetery, secured on two sides by Fort Myer; the Pentagon and the multilaned concrete cut of Interstate 395 (formerly known as, and blending into, Interstate 95); the interior rise of the "Crystal City" skyline; and the bustle of National Airport.

Dividing all these features, with the exception of National Airport, from the Potomac is the George Washington Memorial Parkway, four lanes of scenic highway preserving a wall of green. Although altered by the hand of man, this is a haunting remainder of an earlier America, a land before nation.

The George Washington Memorial Parkway encompasses 7,146 acres of land and a total of 32.6 miles of road. This includes the Mount Vernon Memorial Highway, a component of the GWMP dedicated in November 1932 and extending for 15.2 miles from Mount Vernon to the Arlington Memorial Bridge (Krakow 1989:79). At that point, it "evolves" (Krakow 1989:26) into what could best be termed the George Washington Memorial Parkway proper, beginning with that portion lying between the Theodore Roosevelt Memorial Bridge and Spout Run; the specific focus of this study.

While the Parkway provides both tourists and local residents an opportunity to enjoy a ribbon of nature--hiking, biking, and scenic vistas--this purpose becomes overshadowed five days a week, fifty-two weeks a year. In both morning and evening rush hours, the Parkway becomes a bumper to bumper commuter corridor.

The National Park Service, mandated by the Organic Act of 1916 to preserve cultural and natural landscapes, responded to considerable pressure to undertake construction to at least temporarily alleviate rush hour congestion. In order to accomplish this goal, with a minimal impact, construction is scheduled, as noted above, for that portion of the Parkway bordered by the

Lorcom Lane turnabout on Spout Run to the north and the Theodore Roosevelt Memorial Bridge to the south (see Appendix A: Plate 2). This report analyses the archeological potential of the proposed impact zone. In the process, it sheds light on the potential of what is termed the greater study area--that approximately six mile stretch between the Fourteenth Street Bridge and Chain Bridge.

Field research focused on the Parkway itself (not to the entirety of the area controlled by the Parkway), and on the immediate area of the inbound Spout Run bridge which is undergoing intensive restructuring. Due to the intense cut and fill associated with the construction of the extant parkway in 1947 (see Appendix B), subsurface archeological field testing was not possible except in the area of bridge reconstruction.

CHAPTER TWO
AMERICAN INDIAN HERITAGE

Although Arlington County only has about twenty-five reported archeological sites, an analysis of various site reports and scholarly journals, combined with indepth interviews with Mr. Scott Silsby (retired), formerly the Senior Naturalist at Arlington's Gulf Branch Nature Center, an accomplished avocational archeologist and a renowned flint knapper, illustrate the richness of Arlington's prehistoric past. As will be illustrated, many of the recorded sites cluster along the length of the Potomac River and its feeder streams, reflective of American Indian settlement patterns, both before the "discovery" of America and during the initial colonization.

Three basic analytical points can be examined concerning the general concept of prehistoric occupation within any specific area. First, what is the potential that the area was occupied, and what would be the suspected nature of these potential sites? Second, what is the likelihood that these sites have been adversely impacted, if not totally destroyed, by historical activities? Third, what is the nature of the known sites.

Potential of Prehistoric Occupation, Nature of Potential Sites

"Smithsonian Institution collections from the nineteenth and early twentieth centuries indicate dense, extended occupation along the Virginia shore of the Potomac" (Bramberg, Crowell, and Barr 1988:29).

This section provides general evidence that the study area, indeed the entire length of the GWMP from the Fourteenth Street Bridge to Chain Bridge, should harbor (or should have harbored) prehistoric sites spanning the full range of known prehistoric occupation. This is reflected in the diverse range of natural resources that were available throughout prehistory--from coastal flats (and later marshlands) around the lower reaches of the extended study area to the diverse eco-niches associated with the Piedmont/Coastal Plain interface at the Fall Line. This is especially true for the Late Archaic (c3,000 B.C. to 1,000 B.C.), a time period coinciding with the advent of the annual fish runs of anadromous fish such as the shad, through the Late Woodland (c8/900 A.D. to 1608 A.D.) to the advent of European colonization. This stems from the study area's proximity to the Potomac River in a spot where prehistoric inhabitants could readily gather to take advantage of the annual bounty.

While the concept of a "pre-Paleo" chopper-pebble complex that may date back 30,000 years or more (cf Jennings 1974) has been gaining increasing support in recent years, no potential sites have been identified in or around the study area. Indeed, the nearest known potential candidate is Pennsylvania's Meadowcroft Rockshelter. Although other breakdowns are offered (cf Chittenden et al 1987), prehistory in the Middle Atlantic Region (New York, New Jersey, Pennsylvania, Delaware, Maryland, West Virginia, Washington, D.C., and Virginia) is generally divided into three major temporal "Periods" (Paleo, Archaic, and Woodland) and seven or more "subperiods" (Early/Middle/Late Archaic and Woodland). Pre-Paleo has yet to come in the equation.

Regardless of the hypothetical existence of pre-Paleo, archeology has yet to determine the commencement date of the Paleo-Indian Period; a range of dates can be found in the professional literature (see Dent 1988). This diversity is also found in the start/end dates listed for the Archaic and Woodland Periods, as well as their subperiods (cf Steponaitis 1980; Kavanagh and Ebright 1988). For the Archaic these differences can be as much as one thousand years, for the Woodland as little as one hundred years.

The following dates, listed by Steponaitis (1980:12-17), are generally accepted by most areal archeologists: Paleo, c13,000 to 7,500 B.C.; Archaic, 7,500 to 1,000 B.C.; and Woodland, 1,000 B.C. to European contact. The initial dates for the Woodland Period, however, is almost certainly somewhat earlier; Potter (1984:36) places it at 1300 B.C., corresponding to the introduction of Bushnell Ware (see Egloff and Potter 1982:95).

Known archeological sites located along or adjacent to the GWMP can be dated typologically to most, perhaps all, or these periods and subperiods. This is especially true for the Late Archaic through the Late Woodland (see discussion of known sites, below).

Concerning site locations and settlement patterns, Dent (1988, Chapter 4:58) contends that the Paleo Indians "organized themselves into a strategic pattern of scheduled movement designed at least in part to maximize critical resources distributed across the environment." This would include accessing desireable lithics (in line with Gardner 1978), the exploitation of a variety of plants and animals for food, and proximity to water. Dent (1988, Chapter 4:59) continues to note that "over two-thirds of all (known Paleo Indian) sites are in the transition zone between the Coastal Plain and Piedmont physiographic provinces." In her research along the Monocacy River, Kavanagh (1982:44) found Paleo sites to be "concentrated near the river in the southern part of the valley;" most activities took place within 1.1 kilometers of either the Monocacy or the Potomac.

Based on Steponaitis' (1980:20) findings along the Patuxent River, it can be illustrated that Early Archaic sites are found on terraces along rivers, as well as along subsidiaries and at the junction of subsidiaries and major rivers. By the Late Archaic, the number of sites proliferated and can be found along major rivers, second and third order streams, and adjacent to swamps (Steponaitis 1980:25). While archeologists have contended for some time that anadromous fish may have been playing a part in the seasonal round by 2000 B.C. (Witthoft 1953, referenced in Steponaitis 1980:26), Potter (1984:36-37) pointedly states that "By 2,000 to 1,500 B.C., great numbers of these fish were spawning each spring in Piscataway Creek."

Steponaitis (1980:28) found that by the very late Late Archaic and the transition with the Early Woodland, sites were "located in upland areas near the headwaters of tributaries, and adjacent to the riverine portions of the South River." This would be the time period associated with Marcey Creek ceramics (see below); the Marcey Creek "type site," i.e. the site where the type was first identified, is located adjacent to the GWMP and is briefly discussed below.

By the Accokeek Phase of the Early Woodland (circa 700 B.C.) the settlement pattern was one of base camps located "near the estuarine zone... (with) interior exploitation camps" (Steponaitis 1980:29). By the Late Woodland, there was a strong riverine focus, with an emphasis apparently placed on good agricultural soils. Looking at the lower Northern Neck in Coastal Plain Virginia, Potter (1982:360) found five attributes that would attract a village: broad necklands; proximity to a cove, bay, or an estuary; proximity to freshwater springs; soil type; and the proximity to marshlands.

Since the study area is at the Coastal Plain/Piedmont interface, as noted an area of diverse and adjacent ecozones that would allow the ready exploitation of a wide variety of flora and fauna from two physiographic provinces, perhaps one of the most important attributes reflective of potential site location is the actual distribution of known sites. Illustrated in the site by site discussion below, this reflects a heavy emphasis on knolls overlooking the Potomac and/or feeder streams. Even a cursory glance at John Smith's map of 1612 (reproduced in Stephenson 1981: Plate 1; also see Hondius' copy, Appendix A: Plate III, this report) clearly shows that both banks of the Potomac River, including the vicinity of Theodore Roosevelt Island, were favored during the late prehistoric and early historic periods.

From the above discussion, it is clear that the number of streams intersecting the Potomac in this area heighten the potential for prehistoric occupation. An analysis of several maps--County of Fairfax, 1987-1988 (Fairfax County Office of Communications, 1987); Arlington County Public Open Space (Community Improvement Division, Arlington County Government, 1981); and USGS Quadrangle, Washington West--allows a general assessment of the distance between the major streams situated between Theodore Roosevelt Island (TRI) and Chain Bridge: TRI to Spout Run, 4,600 feet; Key Bridge to Spout Run, c3,400 feet; Spout Run to Windy Run, c3,200 feet; Windy Run to Donaldson Run, 6,400 feet; Donaldson Run to Gulf Branch, c2,500 feet; Gulf Branch to Pimmit Run, 1,600 feet; and, Pimmit Run to Chain Bridge, c200 feet. Although the distances vary slightly from one map to the next, what is important to this discussion is the proliferation of streams and the limited distances separating them.

The likelihood for prehistoric occupation is further heightened by the former marsh area adjacent to the Fourteenth Street Bridge/Pentagon (this would have been especially attractive in the Woodland Period, particularly the Late Woodland/Contact era), the presence of Theodore Roosevelt Island, the high grounds of Rosslyn, and the knolls lining the stream valleys and the Potomac.

A variety of site types could be predicted reflecting the temporal period of occupation and/or the nature of associated activity. For Paleo-Indian, Early Archaic, and Middle Archaic occupations, one would suspect small sites affiliated with band activities, principally food procurement/processing, and lithic procurement, reduction, and usage. These sites would be situated along the Potomac and on bluffs and knolls around feeder streams, such as Spout Run. For the Late Archaic through European contact, sites would reflect band and, later, tribal, activities and range from micro/macro base camps to village sites, to food gathering stations, lithic procurement/reduction sites, and burials. Base camps/villages could be on higher relatively flat areas (such as Rosslyn and Roosevelt Island), low-lying flat areas such as around the Fourteenth Street Bridge/Pentagon, and/or the bluffs overlooking the Potomac. Procurement/processing sites would be located along the feeder streams, as

well as the bluffs overlooking either the streams or the Potomac River. As will be discussed below, it is highly likely that one of the villages encountered by Captain John Smith in 1608 was located in the general area of today's Pentagon. The occupants could have made ready use of the resources available in the area of TRI, Rosslyn, Spout Run, and what is now Washington, D.C..

Likelihood That Sites Have Been Adversely Impacted

Depending on the depth of the Potomac River, and the distance the channel is from the Virginia shoreline, it is quite likely that early prehistoric sites, those dating to the Paleo-Indian and Early Archaic Periods, could have been inundated or destroyed over the years by the encroaching river. There is no doubt that sites were compromised, small ones perhaps totally destroyed, by the installation of the GWMP. This is readily evidenced throughout this report for the greater study area (Fourteenth Street Bridge to Chain Bridge). For the specific study area (Roosevelt Bridge to Spout Run) it is clearly illustrated by the figures compiled in Appendix B.

Known Prehistoric Sites

Cheek, Friedlander, and Warnock (1983:10) note that known archeological sites in the area tend to be concentrated "on flat-top knolls immediately overlooking the Potomac" while smaller prehistoric sites are found in the narrow stream valley. Bearing this, and the above data, in mind, the discussion of the known prehistoric sites will begin with those found within the confines of, or immediately adjacent to the Roosevelt Bridge to Spout Run study area. It should be reiterated at the outset, however, that although Arlington is one of the smallest counties in the United States in terms of square miles, it has only twenty-five archeological sites recorded with the State of Virginia. This paucity of known sites is not without significance; indeed, it reinforces their individual and collective importance and underscores the need for archeological studies within the county. Discussion will proceed from TRI upriver to Spout Run. An overview of sites found within the greater study area, from the Fourteenth Street Bridge to Chain Bridge, will follow.

Prehistoric Sites Within Study Area

Prehistoric resources, Theodore Roosevelt Island

There are two known prehistoric sites on Theodore Roosevelt Island. Both are listed in the District of Columbia, one as 51NW3, the other 51NW12. The latter is located in the middle of the island and is said to be a "village" (see Proudfit 1923). Despite this interesting assertion, little is actually known about the nature of the site. Pointed research would have to be undertaken to determine if the village designation is warranted and, if so, what time frame is involved.

In the early 1970s, Dr. Charles W. McNett of The American University conducted excavations at 51NW3 (McNett 1974), a multicomponent site, measuring approximately 50 by 250 feet, located in the northeast corner of the island. McNett concluded that while the island was occupied from about 1500 B.C. to the present, the major occupation was at the end of the Early Woodland and beginning of the Middle Woodland, an era dating from about 750 B.C. until 200

A.D. (the end date has been modified in this report in accordance with more recent research; see Potter 1984:37-38). McNett also notes various attributes that would have made the island an attractive location for prehistoric residents: the ready availability of food items such as hickory nuts; fish resources, including annual fish runs; migratory waterfowl (Canadian geese, mallard and black ducks); and assorted other fauna and flora.

The report is both useful, and of limited use, due to a strong focus on the variety of ceramics recovered. This clearly outlines the time periods in which the site was occupied, but does little to shed light on the actual nature of the occupations. Proceeding from the earliest to the most recent, these ceramics include: Marcey Creek, Selden Island, Accokeek, Popes Creek, Mockley, "Swan Point", Shepard, Rappahannock, and Potomac Creek. Since they serve as temporal markers reflective of much of the prehistoric occupation of the study area, each will be briefly discussed in turn. While Egloff and Potter (1982) provide more detailed, referenced, and up to date descriptions of the ceramic types, the discussion will focus on McNett's summary of type descriptions and dates. This is followed by a listing of more recent date ranges compiled by Steponaitis (1980), Egloff and Potter (1982), and/or Dent (1988).

Marcey Creek: These steatite-tempered, rectanguloid-shaped, flat-bottomed ceramics have been dated to 950 +/- 95 B.C. (Early Woodland) at the Monocacy Site in Frederick County, Maryland. While rare on the Coastal Plain, Marcey Creek is common in the Piedmont. As will be discussed below, the Marcey Creek "type site" is located up the Potomac at Marcey Creek. Steponaitis (1980:15) postulates a date range of 1000 B.C. to 750 B.C.; Egloff and Potter offer a range "most likely...between 1200 and 800 B.C. (1982:97). Dent (1988, Chapter 6:33f) lists two carbon-14 dates and obtains a postulated known date range of 1220 B.C. to 950 B.C.

Selden Island: Though no Carbon-14 dates are available, these conical-based, cordmarked, steatite-tempered vessels are contextually dated to the Early Woodland. Like Marcey Creek, and as would be suspected with a steatite-tempered ware, Selden Island ceramics are rare in the Coastal Plain. Gardner and McNett (1971, referenced in Egloff and Potter, 1982:97) believe Selden Island is more recent than Marcey Creek.

Accokeek: These ceramics date to the late Early Woodland, are sand and grit tempered, usually cordmarked but sometimes netmarked. They are found in both the Piedmont and the Coastal Plain, but are generally associated with the latter. Steponaitis (1980:15) presents a date range from 750 B.C. to 450 B.C., while, according to Egloff and Potter, Accokeek "is estimated to date between 800 and 300 B.C. in the lower Potomac River" (1982:99). Dent (1988, Chapter 6:33f) has compiled three Carbon-14 dates showing a range from 1120 B.C. to 80 A.D. If the radiocarbon dates are accurate, the estimated date ranges too abbreviated and there is a clear (but not surprising) temporal overlap with Marcey Creek ware.

Popes Creek: Generally dating to the Middle Woodland, these ceramics are sand and grit (usually crushed quartz) tempered and net-impressed. Sherds were found to be abundant on TRI. Steponaitis (1980:15) postulates a date range from 400 B.C. to 200 A.D. Egloff and Potter estimate that Popes Creek Ware "probably dates from 500 B.C. to A.D. 200." Using a compilation of five Carbon-14 dates, Dent (1988, Chapter 6:51f) shows a range from 490 B.C. to 250

A.D. This is very much in line with Egloff and Potter, and not far removed from Steponaitis.

Mockley: These thick corded or netmarked Middle Woodland ceramics were rare on TRI and, according to McNett (1974:217), do not occur in quantity this far up the Potomac (as seen from the Kavanagh study referenced elsewhere in this text, McNett's 1974 contention on Mockley's distribution up the Potomac was to prove mistaken). Providing several Carbon-14 dates for the Selby Bay Phase, of which Mockley is a diagnostic, Steponaitis (1980:16) assigns a date range of 200 A.D. to 800 A.D. Egloff and Potter (1982:103) note that radiocarbon dates place Mockley between 200 to 300 A.D. and 800 to 900 A.D. Dent (1988, Chapter 6:51f) presented a compilation of 19 Carbon-14 dates from Maryland, Virginia, and Delaware, offering a temporal span from 200 A.D. to 880 A.D.

"Swan Point": According to McNett these shell-tempered ceramics can be net-impressed, fabric marked, corded, or plain and are distinguishable from Rappahannock (see below) by color (brown and black as opposed to red) or surface treatment. At the time McNett believed the only surface treatment used on Rappahannock ceramics was fabric marking. Actually there is an incised variant (see Griffith 1980, 1982). Nevertheless, McNett postulates that Swan Point "seems" to date to the early Late Woodland (McNett 1974:217). Despite McNett's assertions, Swan Point has not been generally accepted as a distinct ceramic type (see Potter 1982).

Rappahannock: These ceramics are dull red in color and have a sandy paste with finely crushed shell temper. The surface is fabric marked (for those found in McNett's study). As noted, considerably more can be, and has been, said about Rappahannock ceramics (c.f. Griffith 1980). Indeed, the nature of the relation between Rappahannock and Potomac Creek vessels as found at archeological sites will prove key to the full understanding of possible Late Woodland population movements and interactions.

Assumedly, McNett is referring to what is now called Rappahannock Fabric-Impressed, a ware Steponaitis (1980:16) dates to the Little Round Bay Phase of the Late Woodland, with a suggested temporal span from 800 A.D. to 1250 A.D.. According to Egloff and Potter (1982:107), however, Rappahannock Fabric-Impressed "occurs from A.D. 900 into the early sixteenth century." This latter date range is more in line with Dent's findings. With a compilation of 23 Carbon-14 dates, he offers an overall temporal span for "Townsend" (which includes Townsend and Rappahannock varieties)--from 975 A.D. to 1590 A.D. (Dent 1988, Chapter 6:63f). Clearly, some of the Roosevelt Island specimens could date to the very late prehistoric or early historic period.

Potomac Creek: McNett found the Potomac Creek sherds located at this Roosevelt Island site to have a fine sand temper, much like those from Loyola Retreat in Charles County, Maryland; the temper is coarse sand at the type site on Potomac Creek in Virginia. TRI sherds are thin, hard, compact, and generally have smoothed surfaces. McNett believes they "probably date to the contact period" (1974:216). Although Dent (1988, Chapter 6:63f) only offers one date for Potomac Creek ceramics (1200 A.D.), it is clear (McNett, n.d.; Egloff and Potter 1982:112) that Potomac Creek ceramics became increasingly plain towards the latter end of the Late Woodland--this component of 51NW3 may represent occupation by the ethnographically documented Nacotchtanke (see below).

Prehistoric Resources, Rosslyn Area

Two avocational archeologists recovered several sherds of Late Woodland Potomac Creek ceramics eroding from the Potomac River shoreline in the area of Key Bridge (personal communication, Stephen Potter, 1988). These artifacts were analyzed by Fairfax County Archeologist Michael Johnson and observed by National Capital Region Regional Archeologist Dr. Stephen R. Potter.

The significance of these unprovenienced finds should not be under emphasized. They may indicate the presence of a Late Woodland occupation of the study corridor. The extent to which this possible site has eroded or extended inland and may have been impacted by the GWMP is unknown. However, whatever evidence remains could assist in the interpretation and understanding of the Late Woodland in the greater Washington area. What this means is that any alterations of the existing landscape, either via trail development, manicuring, etc., should be proceeded by an archeological survey of the proposed impact area, unless the Regional Archeologist judges that the project presents no logical threat to potential resources.

Specific recommendations for the proposed widening of the GWMP in this area and the need for archeological monitoring and/or possible excavation appear elsewhere in this report and are recouped under "Recommendations" at the end. Suffice it to say at this time that, in accordance with the plans for road widening, the construction should proceed from the existing roadbed, limiting impact as much as possible.

Findings: Archeological Survey for Temporary Spout Run Bridge

An archeological survey was conducted in the corridor of the proposed temporary Spout Run bridge in December 1988. The survey goals were to ensure that the "Mason mill race" (see below) would not be compromised and to determine if any other archeological resources were endangered. An extant knoll, located on the upriver side of Spout Run, is being adversely impacted by these endeavors.

A series of 26 shovel test pits (stps), each measuring approximately one foot square (and extending into subsoil) were excavated along the course of the knoll within the proposed impact zone. Soils from every other stp were sifted through one quarter inch wire mesh; soils from the other half were carefully trowel-sifted. A number of quartz chunks were collected and later cleaned and analyzed in the laboratory to determine if they were natural or man-produced.

While the area was rife with quartz fragments released from decaying schistic rock, none of the collected quartz chunks showed signs of working. Only one artifact, a crystal quartz core, was located. While an isolated find does not warrant designation as an archeological site, it does reflect prehistoric activity. A prehistoric site may have been located adjacent to the remnant of this knoll on an extended portion that was impacted by the construction of the parkway. However, if there are no alterations of the existing plans, further testing for prehistoric resources along this knoll is not warranted.

A second artifact, a broken quartz biface (proximal portion), was noted, but not collected, immediately adjacent to the extant bridge on the downriver side of Spout Run. Like the quartz core, this was an isolated find.

Gray Property

The Gray Property is a small section of land overlooking the Spout Run Parkway. An archeological study was conducted by The American University in conjunction with proposed construction plans for a series of townhomes. The preliminary report (Dent and Boyd 1988) reveals that several flakes, apparently all quartzite, were located within the confines of the study area. These remains were not designated a site. Again, no diagnostic artifacts were recovered.

Local historian/archeologist Bruce McCoy, who grew up on the property, provided information concerning prehistoric activities in the immediate area (personal communication, McCoy 1988). A number of projectile points have been recovered by area residents. Unfortunately these diagnostics were not available for study--at least some are now housed with their finder in California.

Prehistoric components, Fort Smith

In 1987, archeological investigations were conducted at Fort C.F. Smith. This fort was constructed by Union forces during the Civil War and was situated on high grounds on the upriver side of Spout Run. The study focused on a barracks area, officer's quarters, and a cook/mess area (Crowell, Knepper, and Miller 1987:ii). In the process of investigating Civil War activities, several (possibly three) prehistoric sites were located: artifact distribution indicates "the presence of what is probably a portion of a widespread zone related to lithic resource procurement. Evidence of cobble testing was observed...where quartz outcrops are located" (Crowell, Knepper, and Miller 1987:iii). Unfortunately, none of the artifacts uncovered at the three possible sites were "temporally diagnostic" (Crowell, Knepper, and Miller 1987:4).

Additional prehistoric artifacts were discovered during a survey of the Hendry Tract (which houses Fort Smith) in 1988 by Mark Joyner, an avocational archeologist (personal communication, 1988). An unsuccessful effort was made to access these artifacts for identification purposes. Consequentially nothing can be said concerning the nature of the occupation(s) or the associated time period(s).

Nevertheless, it can be safely said that the area of Fort Smith (and, as will become clear below, the entire area of the confluence of Spout Run with the Potomac River) was occupied sometime during the prehistoric period. While at least one of the occupations probably focused on lithic procurement, the available information is too scant to postulate temporal or cultural affiliations.

Prehistoric Sites in the Vicinity of the Study Area

This section outlines some of the key data from most of the known prehistoric sites located along the George Washington Memorial Parkway, or on immediately adjacent lands, between the Fourteenth Street Bridge and Chain Bridge. Most of these sites were discovered by Scott Silsby and are not recorded with the

State of Virginia (Silsby's areal site map is on file at the Regional Archeologist's office). Data specific to some of the sites was not collected due to time restraints. Discussion proceeds from downriver to upriver.

Pentagon Lagoon Site (51SW10)

Records housed at the office of the Regional Archeologist show that this sparsely known site was noted by Proudfit (1889) and relocated by Powell. Like the little-known Roosevelt Island site mentioned above, this is said to have been a village. It is located on the north side of the Pentagon by the lagoon adjacent to Docks B and C and the Columbia Marina snackhouse. It is listed as extensively disturbed by construction and utilities. As is the case with site 51NW12, focused research would have to be undertaken to understand the actual nature of this occupation.

Arlington Experimental Farm Site

The location of this site, immediately adjacent to the GWMP approximately 1,200 feet downriver of the Theodore Roosevelt Memorial Bridge, is recorded on Scott Silsby's archeological site location map (as noted, this is on file with the Regional Archeologist). Specific information concerning Silsby's understanding of the nature of the site (temporal span and site type) were not recorded during the survey. While several informal interviews were conducted with Silsby during the survey, a focused oral history is warranted.

Marcey Creek Redeposited

Specific discussion of the Marcey Creek site appears below. As logic would dictate, "Marcey Creek Redeposited" is associated with the Marcey Creek Site and is, in fact, a redeposit of a portion of that site. The redeposit is associated with the installation of the GWMP. Scott Silsby has informally designated this 44AR2A (the "A" indicating its dependent nature). This site is located along the eastbound lane of the GWMP adjacent to North Quincy Street, approximately 1800 feet upriver from where Windy Run passes under the parkway. The fringes of the Marcey Creek site are about 200 feet upriver from Marcey Creek Redeposited.

Silsby turned the artifacts over to Regional Archeologist Potter for future analysis, labelling, and curation at the MARS facility in Greenbelt, Maryland. Analysis has yet to be undertaken.

Marcey Creek Site (44AR2)

The Marcy Creek Site is the "type" site for Marcey Creek ceramics, described above. As such, it is one of the best known sites in the Washington, D.C. area. It was recorded and excavated by Carl Manson (1948) and is located 170 feet above the Potomac River on the crest of a steep hill. Manson's analysis determined this to be a small site, about one quarter acre. In addition to the aforementioned ceramics, Manson found a number of stemmed projectile points, the majority fashioned from quartzite. He also uncovered two pits, each associated with a single postmold. He concluded that the site represented a small village "occupied by a sedentary people for sufficient time to enable the soil to increase in thickness as much as 23 inches" (1948:226). As noted above, Marcey Creek would date to the Early Woodland Period.

Isolated Fluted Point (Paleo)

As previously stated, an isolated artifact does not warrant designation as an archeological site. It does, however, reflect human activity; in this case activity associated with the Paleo-Indian, the earliest known human occupants of the New World (although as noted above, a number of archeologists make a strong argument for a "pre-Paleo" occupation of the Americas).

Silsby reports this isolated fluted point was found amidst earth being removed for a private swimming pool in the Beachwood Hills area of Arlington. This is just off Marcey Road, approximately 1100 feet from the GWMP and about an equal distance from the Marcey Creek Site. It is not on NPS lands. The point is in the possession of a member of the Arlington County Historical Society.

Palisades Site

Silsby locates this site along the eastbound lane of the GWMP approximately 800 feet upriver from the Marcey Creek Site. Unfortunately, site-specific information was not collected. The fact that this study was focused on the stretch of the GWMP between the Memorial Bridge and the Spout Run Parkway, combined with the number of sites Silsby has found, negated the possibility of collecting site-specific information for all the Silsby sites. Additional interviews, ideally structured and taped-recorded, should be conducted.

Donaldson Site (44AR3)

This site is not on NPS lands. Deppe (1972:102) locates it "approximately 1.2 miles below the Little Falls of the Potomac...on the southern slope of a hill 230 feet above river level, one-fifth mile from the Potomac River to the east and an equal distance south of Donaldson Run." She continues to note several items of interest. Among these are the presence of a spring and the distance to the Marcey Creek Site (3/10s of a mile). Deppe also found that the main area of the site "had been destroyed by...bull-dozing and landfill operations" (1972:103).

Deppe found the dominant pottery to be sand tempered and seemingly "identical with the Stony Creek Series" (1972:105). She compared this pottery with "the fine sand tempered sherds of the Marcey Creek Site" and found them to be "identical in every characteristic" (1972:107). While a reanalysis would probably show the ceramics in question to be Accokeek (personal communication, Potter, April 1990), the comparison led Deppe to conclude that the two sites "seem to be culturally related" but "the large percentage of Stony Creek sherds and small percentage of steatite tempered sherds at the Donaldson Site would place the main occupation of the Donaldson Site at a later date than the Marcey Creek Site" (1972:107). This is using the accepted archeological conclusion that steatite tempered ceramics pre-date non-steatite tempered wares. This conclusion has been further substantiated by recent discoveries at Harper's Ferry National Historical Park where three buried prehistoric strata have been excavated showing, from bottom to top, Marcey Creek, Selden Island, and Accokeek (personal communication, Potter, April 1990).

Her contention that the dominant ware is in fact Stony Creek may not be valid. According to Egloff and Potter (1982:103), Stony Creek Ware "is restricted to

southeastern Virginia." A reanalysis of the artifacts would be in order. What is clear, however, is the basic temporal span of prehistoric occupations at the Donaldson Site. Artifactual evidence, (steatite pot fragments, ceramics, and projectile points) indicate habitation in the Late Archaic, the Early Woodland, and the Late Woodland.

It should be noted, and emphasized, in passing that one trait shared by most of the known sites found in the vicinity of the GWMP, indeed for the entirety of Arlington County, is a paucity of specific knowledge, i.e. exactly what was going on. The general "whens" are pretty well covered. What is reflected is an overemphasis on determining chronologic affiliations. Although this is certainly needed, the type of detailed excavations that could determine what activities were actually taking place have yet to be undertaken.

Little Italy Rock Shelter

On October 11, 1988 NPS Archeologist Paul B. Cissna, Park Ranger James Putman, and Martin Ogle (Chief Naturalist, Potomac Overlook Regional Park, Northern Virginia Park Authority) accompanied Scott Silsby on a tour of the archeological resources located within Potomac Overlook Regional Park and the adjacent portions of the GWMP proceeding downriver from the confluence of the Potomac River and Donaldson Run. A number of archeological sites, both prehistoric and historic, were noted within the confines of the regional park. These will not be addressed in this report.

However, approximately 1,100 downriver from confluence of Donaldson Run and the Potomac River is a small rockshelter, little more than an overhang, that Silsby used to visit as a child. He estimates this to be about 20 feet above the river and recalls several artifacts that were either recovered or seen at the site. These include a couple of Holmes-like projectile points and several prehistoric sherds. Silsby identified one as Selden Island (Early Woodland). While any tentative interpretations of site function would have to remain speculative without additional investigations, the artifactual evidence suggests two occupations, one dating to the Late Archaic, the other to the Early Woodland.

Overlook Site

This site is located on the riverside of the westbound (outbound) lanes of the GWMP approximately 200 feet east of where the parkway crosses over Donaldson Run. As with the Palisades Site, time did not permit the collection of site-specific data. This information should be gleaned in future interviews with Silsby.

Spring Branch Site (44AR6)

This site is located about 450 to 500 feet east of where the GWMP crosses Gulf Branch. It was discovered by Silsby in 1961 and excavated by McNett in 1972 (McNett 1975:97). The site sits on top of the palisades and was partly destroyed by the parkway. Most, but not all, of the remains are on the south side (McNett 1975:97). McNett believes that the presence of at least fourteen "very distinctive" triangular knives suggests "some important function related to the occupation of the site" (1975:104). He hypothesizes that this was a fishing camp "possibly with a concentration upon the sturgeon and, perhaps,

shad and herring" (1975:119). Based on an analysis of the artifacts recovered in the excavations, McNett sees "sporadic Early Archaic occupation on the palisades," and a Late Archaic manifestation represented by side-notched points (1975:120). Major occupations dated to the Early and Middle Woodland.

Shad Site

The Shad Site is located along the GWMP at Gulf Branch and straddles National Park Service and Arlington County lands. The major component, represented by Selby Bay points and Mockley ceramics, dates to the Middle Woodland Period. Silsby discovered a Selby Bay-like glass point (not obsidian). He postulates that this was made by Indians after English contact. While yet to be identified cord-marked, sand tempered ceramics may date to the Late Woodland, and hence provide some support to this hypothesis, the affiliation of the glass point remains to be determined. While contemporary flint-knappers meet annually at the nearby Gulf Branch Nature Center, it is doubtful that they are responsible for this artifact. Points manufactured by contemporary flint-knappers are almost always readily identifiable. It would be especially difficult to fool a skilled flint-knapper like Scott Silsby.

Gulf Branch Site

This site is located along Gulf Branch on Arlington County park lands, a couple of hundred feet from National Park Service lands. MacCord (1985:7) notes its multicomponent nature, represented by "a mix of Archaic and Woodland lithics and ceramics."

Pimmit Run

Silsby's map shows the Pimmit Run Site situated about midway between Gulf Branch and Chain Bridge, sprawling on both National Park Service and Arlington County lands. Holland (1959) notes that it is about 400 feet from the Potomac at an elevation of 200 feet. While Holland believes the site represents a "stable village," the hypothesis cannot be substantiated based on the evidence at hand. MacCord (1985:7) notes that the artifacts can be typologically dated to the Late Archaic and Early, Middle and Late Woodland. It is interesting to note that one of the ceramic types, Albermarle, is associated with the Piedmont Province.

Ironwood Site

Silsby's map shows this site on National Park Service lands approximately 400 to 500 feet west of Chain Bridge Road and about 600 feet from the Potomac River. A LeCroy point indicates occupation in the Early Archaic. Based on a series of nine carbon-14 dates from sites in Tennessee, West Virginia, Virginia, and New York, Dent (1988: Chapter 5:38f) obtained a date range from 7430 to 5200 B.C. for the Bifurcate Tradition (includes LeCroy). The site also harbored Selby Bay artifacts from the Middle Woodland.

Little Falls Site (44ARL)

The Silsby map shows this to be a sprawling site located on private land immediately adjacent to Ironwood but closer to the Potomac River. The distance to Chain Bridge is almost identical to Ironwood's. Little Falls, also known

as Falls Grove, was the first officially recorded site in Arlington County. Specifically, it is located on a ridge that runs east/southeast between Pimmit Run and the Potomac River. It is bounded on the southwest by Virginia Route 123, on the northeast by the Potomac River. Natural springs are located in the northeast quadrant. The site extends for approximately one quarter of a mile and ranges from 200 to 300 feet wide. There has been some impact by the construction of a string of townhouses. Silsby's surface collection activities (five to six visits between 1968 and 1976) were confined to exposed areas. Artifacts collected ranged in age from the Early Archaic to the Late Woodland. These included soapstone vessel fragments dating to the Late Archaic/Early Woodland transition.

Big Flat Site

This site is located approximately 1500 feet west of where the GWMP crosses over Glebe Road, and immediately adjacent (on the river side) to the westbound lanes of the parkway. Silsby unofficially assigned this site number 44AR18 and numbered all collected artifacts accordingly. He believes there is a manufacturing component to the site and postulates that it also served as a base camp at various times. It is located on National Park Service lands at the bottom of a ravine on the floodplain of Pimmit Run. As is the case with other sites located on NPS lands, it is no longer collected. It extends for about 75 yards along the stream and may extend 60 yards inland. There are at least two prehistoric components, one dating to the Middle Woodland and represented by the now familiar Selby Bay projectile points, the other to the Late Archaic and represented by Holmes-like projectiles. Soapstone fragments suggest a possible third component dating to the interface between the Late Archaic and the Early Woodland. Hammerstones and cores suggest stone tool manufacturing.

County Line Site

This site is located on private land along Chain Bridge Road, adjacent to Big Flat but closer to the river. It is about 1600 feet west of the Chain Bridge/Glebe Road intersection (at the foot of Chain Bridge). As its name suggests, it is located on the border of Arlington and Fairfax counties. Silsby believes it was bisected by Chain Bridge Road. The site is on a narrow rise between Pimmit Run and the Potomac. Silsby estimates it to measure about 45 by 20 yards. Collected artifacts come from the Late Archaic/Late Archaic-Early Woodland transition (Susquehanna Broadspear projectiles and soapstone fragments--some of which were from the same vessel) and the Late Woodland (triangular points). Silsby suggests it may be a manufacturing site.

CHAPTER THREE

HISTORICAL AMERICAN HERITAGE

This chapter briefly discusses the known historical sites within the study area and vicinity. In accordance with Chapter Two's discussion of the prehistoric resources, historical sites located within the confines of the study area are addressed first, followed by a highlighting of sites in the vicinity. This discussion of historic sites serves both as a consolidated, albeit truncated, listing and as a transition to an overview of the history of the area. It includes a number of historical resources identified during the course of the survey. Some of these resources are also addressed in context, as appropriate, in the historical overview chapters. Pertinent resources and specific recommendations are summarized in Chapter Eight.

Historic Sites/Cultural Resources Within The Study Area

51NW19 (John Mason House)

This site is briefly mentioned in the files housed at the office of the Regional Archeologist. It is said to be located on Theodore Roosevelt Island, south of the Memorial, and is simply described as an 18th Century domestic site. Logically this is the John Mason house constructed "by 1818" (Netherton and Netherton 1987:53). Since Mason inherited the island from his father in 1792 (*op cit*), it may date to the very late eighteenth century. Netherton (1980:24) postulates that while construction may have started in 1793, evidence indicates it was not built until after 1798 (1980:25). Focused research would be necessary to determine how many structures Mason built on Roosevelt Island. Netherton (1980) provides considerable discussion that could serve as a starting point. What is clear, however, is that the Civilian Conservation Corps (CCC), under the direction of the National Park Service, archeologically tested, and removed, the ruins of Mason's stone house in the 1930s (Netherton 1980:80). A walking survey of the island, undertaken as part of the Spout Run project, easily located substantial foundational remains, either from Mason's mansion and/or associated outbuildings. Curry (1973:18) contends that "it is impossible to be certain of the house site," evidently despite archeological work conducted in 1970 (Curry 1973:31-33). Nevertheless, remains are clearly visible on the downriver (southern) end of the island in the area where the archeological excavations centered.

Railroad Bed/Alexandria Canal

This feature was discovered during the field reconnaissance undertaken for the Spout Run project. It is located on a rise across from the Roosevelt Island parking area and behind (downriver of) the extant NPS maintenance yard. Map analysis, combined with a visual inspection of the general configuration, strongly suggest that this railroad bed, almost certainly constructed in the late 1800s, was built on the remnants of the Alexandria Canal (also a 19th century manifestation--specific discussion appears in context in the body of this report). This feature stretches for approximately 500 feet (visual estimate). Although additional research would be necessary to verify this, every indication is that it has enough merit to warrant consideration for National Register designation due to its potential importance to Arlington County (see "Recommendations," Chapter Eight, this report).

Mortared Brick Footing on Concrete Slab

This feature was discovered during the field reconnaissance conducted for the Spout Run project. The mortared brick footing is accompanied by a number of concrete slabs and can be seen lying along the Virginia shoreline immediately across from the northern end of Roosevelt Island. Although its original provenience is uncertain, it may be a footing from an earlier structure associated with the former causeway connecting the island to the mainland of Virginia. The location seems to be in line with the causeway as depicted on Robert King's "A Map of the City of Washington in the District of Columbia" (1818, on file in the Washingtoniana Room of the Martin Luther King Library, Washington, D.C.; also reproduced in Curry 1973:17). See Chapter Eight, this report, for specific recommendations.

Aqueduct Bridge Abutments

These landmarks are located immediately upriver of the Key Bridge and are all that visually remains of the historic Aqueduct Bridge, constructed in the 1840s (see "Recommendations," Chapter Eight, this report).

Two Concrete Footings

Located during the field survey, these four-sided footings are approximately 1,400 feet upriver from Key Bridge. They are estimated to rise about six feet out of the water, and situated about eight feet from the shoreline. While their past and/or present use is uncertain, they are in no danger from the parkway enhancement plans. It is possible that they were associated with a former marina that was in the area in the early twentieth century. Specific recommendations appear in Chapter Eight, this report.

Quarry Site

This site was located during the Spout Run survey. It is located some 700 feet upriver from the concrete footings, i.e. approximately 2,100 feet from the Key Bridge. Based on a visual inspection, it appears to be some 150 to 200 feet long (paralleling the outbound lane of the GWMP) and extends inland for approximately 100 to 150 feet. It now sits dormant, an almost invisible echo from the heyday of quarrying along the Potomac. It could date to the early 1800s but more likely dates to the middle part of that century. See specific recommendations in Chapter Eight, this report.

Fieldstone Wall

This feature, also located during the Spout Run survey, is located immediately adjacent and upriver of the quarry (see above) going towards Spout Run. This unmortared section of wall is made from local quarry stone, is estimated to stand about one and a half to two feet tall (as exposed), and extends for about eight to ten feet (as exposed). See Chapter Eight for specific recommendations.

Mason "Mill Race"

This feature is located on the upriver side of the Spout Run Parkway, is well-known to local residents, especially those with an interest in history, and was "rediscovered" during the Spout Run survey. It basically parallels the Spout Run Parkway and extends for several hundred feet, starting on the Doubleday property and terminating at a natural rise where the Spout Run Bridge is being restructured. However, it is entirely on Park Service administered lands--either directly or under easement. Field studies, accompanied by historical research, determined that this feature is, in reality, almost certainly a road that led to the elusive Mason's Mill (which was probably constructed in the early nineteenth century, falling into disrepair and abandonment in the 1830s). Physical evidence indicates modification (berming) by Union forces during the Civil War, altering the former road into a rifle trench overlooking Spout Run.

A field inspection of the alleged mill race was undertaken on January 3, 1989. A roto-wheel (measurements in feet) was used to roughly measure the overall distance. This road remnant can be accessed from North Uhle Street, which deadends where the former Uhle Street (or Doubleday) Bridge crossed over Spout Run. The mill road is clearly evident 196 feet north (going towards the Potomac River) of the entrance gate pillars set on either side of the driveway leading to the Doubleday Mansion. At this 196 foot point, the drive curtailed the mill road, the latter being visible to the right (east). To adequately map this feature with a transit would call for seven to eight setups--the road snakes along the natural rise in an apparent effort to take advantage of this geographic feature. The mill road continues northward towards the Potomac for 445 feet (distance approximate due to the presence of heavy underbrush and debris) where it abruptly ends at a natural rise. The latter parallels the existing GWMP inbound lanes and is being partially compromised by the construction of the temporary Spout Run bridge. As noted above, berthing along the Spout Run side of the mill road seems to reflect Civil War activities.

Park Ranger Jim Putman located what appears to have been an extension of the Mason mill road on the south side of North Uhle Street. This trace seems to have been hugging the natural contour, consistent with the formation of the clearly evident portion of the road discussed above. The trace continues for 80.6 feet before fading into the hillside. This very fading reflects historical manipulation of the landscape.

Mason's "Mill"

The evidence accessed and reviewed in the body of this report indicates that John Mason constructed a mill along the upriver side of Spout Run near the Potomac River junction either in the very late 18th or, more likely, the early 19th century. A structure does appear on the Carberry Survey of 1835/36, undertaken in conjunction with Mason's bankruptcy. While the mill seems to have been abandoned after Mason went bankrupt, a mill dam is referenced in various deeds. The Sanborn map of 1936 shows a frame structure, probably a dwelling, at this location just prior to the installation of the Parkway. This may have been constructed on the foundation of the mill. Local residents (personal communication, Bruce McCoy 1988) remember structural remains, but no standing structure. These remains were compromised when the Parkway was constructed. It is likely that the associated archeological site was heavily

impacted, if not virtually destroyed, by the installation of the parkway and/or the realignment of Spout Run.

It should perhaps be emphasized that historical references to the mill are elusive and no archeological evidence was located during the survey. However, to prevent whatever remnants may still exist from being eradicated without being documented or considered for preservation, specific recommendations are warranted (see "Recommendations," Chapter Eight, this report).

Civil War Rifle Trench

A short, Civil War, L-shaped rifle trench associated with Fort Strong is clearly seen adjacent to the Gray Property (discussed above, see Chapter Two). This feature was constructed by Union forces during the war and seems to be located entirely on National Park Service property--a small portion of the "L" may be on the Gray Property. This site should be added as an addendum to the existing National Register nomination for the Fort Circle Parks.

Dawson-Bailey House

This historic structure, part of Arlington County's Dawson Terrace Recreation Center, is located at 2133 North Taft Street, adjacent to the GWMP and Spout Run Parkway, and a short distance from the Gray Property.

EleanorTempleman (1959:136) postulates that Thomas Owsley (an early settler in the area, see below) may have built the house shortly after acquiring a 640 acre patent in 1696. While the house may be the oldest extant structure in Arlington County, Templeman's suggested date of construction seems entirely too early.

McCoy (1986) quotes a letter that attests the presence of a small stone house on the property when Thomas Dawson purchased it in 1859. He suggests that the existing Dawson-Bailey house is a mid-19th century expansion of this structure. He continues and hypotheses that the stone house was part of what he terms the Mason Mill complex. The suggested complex consisted of the stone house, Mason's Mill (located at the mouth of Spout Run, see above and below), and a third structure that was at or near the location of the present Doubleday Mansion. The three structures can be clearly seen on the Carberry Survey of 1835/6, undertaken due to John Mason's bankruptcy. In support of this hypothetical complex, McCoy posits an original construction date somewhere between 1792, when Mason acquired his holdings, and 1833, the date of Mason's bankruptcy.

¹As part of a field reconnaissance undertaken for the Spout Run project, NPS Staff Archeologist Cissna and author/historian/archeologist Bruce McCoy undertook a visual inspection of the exterior of the house in the summer of 1988. A footprint is clearly visible on the North Taft Street side of the house and supports McCoy's contention that the structure was expanded. The architecture suggests that the house was doubled in width and heightened from one (or one and a half) story to two stories in the mid-1800s. One would tentatively argue in favor of an original building date perhaps as early as the mid-1700s, but more likely around the turn of the 19th century.

Fort C.F. Smith

As noted in the prehistoric discussion (see Chapter Two), Crowell, Knepper, and Miller (1987) recently conducted archeological investigations at Fort C.F. Smith. Now designated a Historic District by Arlington County, this fort was constructed by Union forces during the Civil War as part of the Defenses of Washington. It was situated on high grounds on the upriver side of Spout Run on lands that are presently part of the Hendry Estate, a short distance from the Doubleday property (mentioned above). The archeological remains of the fort (earthworks, moat, etc.) are clearly visible. The archeological study focused on a barracks area, officer's quarters, and a cook/mess area, all outside the boundaries of the historic district.

Known Historic Sites In The Vicinity Of The Study Area

Proceeding from downriver to upriver, this section briefly discusses some of the most prominent known historic archeological resources located in the vicinity of the study area.

Abingdon Plantation

This is perhaps the most well-known historic site in Arlington County. It is located downriver of the Fourteenth Street Bridge complex on Washington National Airport lands. It was the subject of a Historic Management Plan in 1988 (Bromberg, Crowell, and Barr 1988) and Phase II archeological testing in 1989 (Walker, Bromberg, Barr, and Crowell 1989). The house has been in ruins since it burned in 1930 (Bromberg, Crowell, and Barr 1988:16). It was occupied by Union forces during the Civil War (op cit) and was apparently built (by the Alexanders) between 1741 and 1746 (Bromberg, Crowell, and Barr 1988:11; Walker, Bromberg, Barr, and Crowell 1989:12-13).

At the present time the Metropolitan Washington Airports Authority is considering constructing a parking garage on the site. Public hearings have been held, and more may be held in the future--the proposal is meeting strong resistance from historic preservation groups in Arlington County. The Phase II archeological study concluded the site to be "deemed highly significant because of its prehistoric potential, as well as its historic association with the family of George Washington" (Walker, Bromberg, Crowell, and Barr 1989:1). The report continues and states "that the presence of undisturbed contexts and features...(make) the site eligible for the National Register of Historic Places" (op cit).

Arlington House

Arlington House is well-known, documented, and extant. In light of this, it will not be discussed here except in passing. Highly important to the history of the area and associated with personages such as Robert E. Lee, the grounds of Arlington House certainly harbor a montage of cultural resources. Specific references to its history and potential archeological remains are addressed in passing throughout the body of this study.

Little Italy

This was a former quarry worker community located along the palisades of the Potomac River near Donaldson Run. A cursory field reconnaissance noted the presence of several foundations, a number were almost certainly residential (ceramics and other domestic debris evident), as well as an assortment of foundations, boilers and other features associated with quarrying activities.

Specific historical information is provided in the body of this report. However, it should be briefly stated at this point that Little Italy was informally named, reflecting the concentration of Italian quarrymen who called this area home. The community may have started in the late 1800s; it was certainly extant in the early twentieth century. It ceased serving as a community shortly after quarrying activities stopped and evolved into an archeological site complex with the construction of the GWMP.

While Little Italy is far beyond the zone scheduled for road modification and will not be threatened by the proposed construction, specific recommendations that will hopefully assist the National Park Service's efforts to manage this resource appear at the end of this report (see Chapter Eight).

Chain Bridge

Although the area around Chain Bridge was not subjected to an archeological field investigation as part of this survey, its resources were briefly inspected by Park Ranger/Historian James Putman. He found what he viewed as a wealth of historical resources, including a number of visible foundations. Clearly, these are the same foundations located in a 1982 Phase I archeological survey (Cheek, Friedlander, and Warnock 1983). While those authors concluded that all the structural remains and features found dated to the twentieth century, and did not warrant historic designation, an analysis of their report suggests that additional investigations may be warranted.

The area immediately around the Chain Bridge has a rich history. In addition to the construction of a number of Chain Bridges, the area housed a series of business enterprises, including an assortment of mills. This is supported by the Cheek, Friedlander, and Warnock study, and is further elucidated in context later in this report.

Two points are important here and should be stressed. First, the archeological report in question does state that "although a series of Revolutionary War period structures were reported built in the vicinity of the mouth of Pimmit Run, no map has been found which locates them" (Cheek, Friedlander, and Warnock 1983:17). It continues to state, on this same page, that "by the Civil War the area seems to have been abandoned." Later they say "no trace of any ... (earlier) structures exist on the surface" (1983:21). The report does not include maps of the structures and features, nor does it include photographs. Clearly, additional field studies would be necessary if the area was to be compromised. It is suggested here that those studies should include at least limited additional archival research combined with adequate in-field drawings, mapping, and photography.

Second, the twentieth century site becomes increasingly "historic" with each passing year. This is especially evident as the twenty-first century approaches. The twentieth century site, while able at this time to shed light on our recent past as well as the present, will, if preserved, be the future researcher's database, and the future population's physical past.

In light of these observations, the archeological potential presently known, or to be discovered, of the historical resources located in the vicinity of Chain Bridge should not be underemphasized. It is suggested that they be fully incorporated into Park planning with an eye towards preservation and interpretation. At the very least, if the present management policy is not endangering a site, that policy (or at least that portion of the policy) should be continued.

CHAPTER FOUR
SEVENTEENTH CENTURY
Indian Inhabitants

The first documented European contact with Indians living along the Potomac River came shortly after the founding of Jamestown, Virginia in 1607: on June 2, 1608, Captain John Smith undertook an exploration of the Chesapeake Bay and its associated rivers. His writings (Barbour 1986) have proven to be invaluable to ethnographic, ethnohistorical, and historical research. His detailed map was to serve as the map for some time to come, and still serves today as an invaluable aid in understanding the nature of Indian occupation, population density, and probable tribal affiliation (see reproduction of Hondius' version of Smith's map, Appendix A: Plate III). However, Smith's explorations and writings did more. They heralded the dawn of the historical era and transcended the archeological past with the historical, adding the human element to the prehistory, allowing a glimpse of the Indian behind the artifact. The "Potomac Creek People," an archeological construction, came to life in the form of villages, tribal groupings and chiefdoms, interactions and intrigue, life and death, continuity and change.

On the 16th of June 1608, John Smith entered the Potomac River (Papenfuse and Coale 1982:1), commencing a portion of his journey that was to record the presence of an Indian village within the confines of what is now Arlington County, near or on land that was to later be administered by the George Washington Memorial Parkway. The village was called **Namoraughquend** (see Appendix A: Plate III).

Smith listed the names of a number of villages; those housing chiefs (**wero-wances**) were clearly marked and a number of tribal groupings are evident. Especially relevant here were the **Patawomeke**, the **Tauxenent** (Doag), and the **Moyancers** (**Piscataway**) and their associates the **Nacotchtanke**. The chief's village of **Nacotchtanke** can be seen where the Potomac and the Anacostia merge. The dominant Piscataway village, **Moyaone**, indeed the village clearly associated with the Piscataway proper, was situated a short distance downriver on the Maryland shores (see Appendix A: Plate III). The English would soon discover that the stretch of settlements on the Maryland shores of the Potomac were subservient to the supreme chief (**Tayac**) of the Piscataway (Cissna 1986).

Along the Virginia shores, the chief's village of **Tauxenent** was located "in the vicinity of what we now know as Colchester" (Chittenden et al 1987:III-2) in Fairfax County. Proceeding upriver, we encounter three more villages: **Namassingakent**, **Assaomeck**, and, finally, **Namoraughquend**.

A number of researchers have postulated the probable location of Namoraughquend. Among these are: "probably...around the Pentagon/Arlington Cemetery area" (Cissna 1986:111); "in the vicinity of Theodore Roosevelt Island" (Potter 1983-4:4); on Analostan (Roosevelt) Island (Netherton et al 1978:3); and, "on Alexander's Island" (Harrison 1987:20). Clearly, the exact location has yet to be discovered.

Namoraughquend: Ethnic Affiliation

Bromberg, Crowell, and Barr (1988:10) note that Arlington was inhabited by the "Conoy...a tribal confederation of Algonquin-speaking people of the north." This is stated as if it were a fact rather than a hypothesis. Before expanding on this point, it should be pointed out that Conoy was an Iroquoian name given to the grouping of people who are historically referred to as the Piscataway. Centered in southern Maryland, across the river from Arlington and Fairfax counties in what is now St. Mary's, Charles, and Prince George's counties in Maryland, as well as the District of Columbia, the Piscataway included a number of subtribes such as the Nanjemoy, Mattawoman, Zekiah, and Nacotchtanke (Cissna 1986). As noted above, the Nacotchtanke lived at the junction of the Anacostia and the Potomac. This location that gave them a control over trade with interior Indian populations (Cissna 1986).

The identity of the people of Namoraughquend as part of the larger Piscataway is indirectly supported by Philip Barbour (1986, Volume I:227) who footnotes that the "Moyaones," "Nacotchtank," and "Tauxenent" were "evidently subdivisions of the Conoy tribe." As already stated, Moyaone was the name of the principal village of the Piscataway (Cissna 1986). Thus, the "Moyaones" were the Piscataway proper. The Tauxenent were historically known as Tauxenent, Taux, Toag, and, finally Doag (Potter 1983-4). They lived in what is now Fairfax County and are generally viewed as having been part of the Powhatan chiefdom of Virginia (Mooney 1907, 1910; Speck 1924; Turner 1976). Others contend that the Tauxenent may have been part of the Piscataway (Merrell 1979, Cissna 1986). Finally, the Patawomeke, dominant further down the Potomac (and from whom the name Potomac comes), must be brought into the equation. There is documentation (Merrell 1979, Cissna 1986) to support the contention (personal communication, Potter 1986) that they too were at one time part of a larger grouping that included the Piscataway.

All of these groups, Piscataway (including Nacotchtanke), Patawomeke, Tauxenent, and, logically, the people of Namoraughquend, shared general cultural traits (Cissna 1986). All were Algonquian-speakers, Algonquian being one of the dominant language families associated with Indians in the Eastern Woodlands. All shared another important characteristic--their combined territories corresponds with that of the archeological manifestation known as Potomac Creek (see Potter 1982:134, and Cissna 1986:15-16).

While the specific identity of the people of Namoraughquend has been consistently labelled Nacotchtanke by Virginia historians (cf Montague 1968:1; Netherton et al 1978:3; Netherton and Netherton 1987:14), sources are rarely referenced. The Nacotchtanke identity (variously spelled, Necostins, etc.) is accepted as fact. Research undertaken for this study reveals that the origin is undoubtedly Fairfax Harrison's classic Landmarks of Old Prince William (1987, original 1924).

Harrison argues that the Indians of the area were composed of three tribes: "Mayaones, Nacothtant, and Taux" (1987:20). His hypothesis, presented on the same page, is that two villages named Pamacocock (located on John Smith's map, see Appendix A: Plate III) were associated with the Tauxenent (Taux, Doag). The two Pamacococks were located on either side of the Potomac River directly across from one another. While it seems logical to assume that villages with the same name lying immediately across the river from one another were

probably occupied by people from the same tribal grouping (albeit there are some problems with this), it would be more logical to suggest that the Pamacocock villages were associated with the Maryland Pomonkey (or Pamunkey, not to be confused with the Virginia Pamunkey). The Pomonkey were one of the subgroupings of the Piscataway (Cissna 1986).

Referring to the Nacotchtanke as the Anacostan (one of numerous variations on their name), Harrison equates them to the Piscataway and states that the locations of "Piscataway (or Anacostan) villages would be, in Maryland, Moyaones on Piscataway Creek, Nacothtant below the Eastern Branch; and in Virginia, Assacomeck below Great Hunting Creek and Nameroughquena on Alexander's Island" (1987:20).

From the above discussion, it is clear that the people of Namoraughquend were part of a larger Algonquian-speaking population that inhabited both sides of the Potomac River. This larger population, although politically subdivided by the advent of direct English contact, would, in the vernacular, be considered a "tribe." More properly, they were an ethnic group composed of a number of tribal units culturally evolving into two (Piscataway, Patawomeke) or more chiefdoms. Membership among the subunits, exemplified by socio-political interactions, temporally varied.

Generally speaking, each Werowance (chief) would control a limited territory consisting of his village and one or more outlying settlements (Potter 1982). Naturally, the more powerful the chiefdom (as in the case of Powhatan), the more extensive his territory. As noted above, the Nacotchtanke, positioned at the confluence of the Anacostia (named after them) and Potomac Rivers, and, it should be added, at the interior extent of the Coastal Plain before it yields to the Piedmont, controlled trade with interior populations (Cissna 1986). This dominance was clearly noted by the early seventeenth-century trader Henry Fleet (Neill 1876). However, for this control to be complete, the Nacotchtanke would have to dominate both sides of the Potomac River. That this is in fact what they did is evidenced by the historical name attributed to what is now called the Theodore Roosevelt Island; from the mid-seventeenth century on until recent years, the English and later American inhabitants of the area called TRI--Analostan. Clearly the evidence supports Harrison's view that inhabitants of Namoraughquend were part and parcel of the tribal grouping known as Nacotchtanke.

Nacotchtanke Ethnohistory

Colonial relations with the Powhatan chiefdom of Virginia were not cordial. The first Powhatan war erupted in 1609 (Fauz 1985:239). As a consequence, the Virginia Company advised Sir Thomas Gates, the Knight Governor of Virginia, to warn the colonists to befriend distant Indians and make enemies of those nearby (Kingsbury 1933:19). Although the Nacotchtanke living at Namoraughquend do not seem to have been involved in this conflict, they were to be influenced by the new colonial policy. By 1610 Captain Argall had established a trade network with the Patawomeke (Potter 1989:158-159). There is little doubt that some of these trade goods filtered their way to the Nacotchtanke, the Piscataway proper, and other neighboring groups (Cissna 1986:117).

The second Powhatan war started in 1622 and lasted for ten years (Fauz 1985:246). Early in the war, in an effort to capture corn for the Virginia colony, the English joined forces with the Patawomeke and attacked the Nacotchtanke (Smith 1624:592). Hostilities were to continue for some time; in response to the English/Patawomeke raid, the Nacotchtanke killed Henry Spelman and nineteen of his twenty men. The lone survivor, Henry Fleet, was taken prisoner. He lived with the Nacotchtanke for five years, later becoming prominent in the areal fur trade (Fleet 1876:25). While no record specifically naming the village of Namoraughquend has been located, it is logical to assume that they were not spared in the hostilities.

What this means archeologically is that Indian villages dating to the era of English contact should show signs of inter- (or intra-) tribal conflict and evidence of trade with the Europeans.

With the founding of the Maryland Colony in 1634, the Nacotchtanke were to become enmeshed in Maryland politics, albeit at a distance. Early records show that the "King of the Anacostans" requested missionary work among his people in 1640 (Jesuit Letter 1640:132). The request was not granted due to a lack of manpower among the Maryland Jesuits.

Located where they were on either side of the Potomac and Anacostia Rivers, the Nacotchtanke were further from the expanding Maryland Colony than any other area Algonquian population. As such they would be the last to be directly impacted by English settlements. Indirect impact, however, although more difficult to ascertain, can prove equally negative. The Nacotchtanke, from an early period, showed signs of pulling back, literally, from the growing colony (Cissna 1986).

The "Anacostaug" and the "Doag" were both listed in the Treaty of 1666 signed between the native inhabitants and the Maryland colonial government (Toogood 1969:146). Interestingly, no one signed literally in the name of the Nacotchtanke and the Tauxenent (Doag). They were probably subsumed under one of the signatory populations (Cissna 1986:157).

In 1669, a reservation was laid out for the Piscataway and their confederates, including the "Anacostancke" and the "Doags" (Marye 1935:239-240). This was on the Western Shore of Maryland between Piscataway and Mattawoman creeks.

Despite the reservation, Herrman's map of 1670 (Papenfuse and Coale 1982:12-15) lists Theodore Roosevelt Island as "Anacostien" Island. Most likely the Nacotchtanke were either living there at the time, or had previously lived there (Cissna 1986:166). This harks back to the discussion of known archeological sites (above) and reinforces the potential that the lands administered by the GWMP harbor traces of contact-era Indian acitivities.

The latter part of the seventeenth century was a time of considerable strife for the Indians on both sides of the Potomac River. This included hostilities with the English in both the Maryland and Virginia colonies, as well as armed conflict with the Susquehannock and the Five Nations of the Iroquois (Cissna 1986). The extent to which the Nacotchtanke were embroiled in these conflicts and the extent to which these activities extended into what is now Arlington County are difficult to determine with the evidence at hand. Undoubtedly, the Nacotchtanke were not unscathed.

Towards the end of the seventeenth century, in 1696, the Maryland colonial government offered a reward of twenty matchcoats for the capture of the "king" of the "Anacostin." The Nacotchtanke were seen as enemies of the Maryland Colony. The evidence suggests that they had moved further away from the hub of the growing colony and were perceived as being in violation of the Treaty of 1666 (Cissna 1986:178).

Although additional research may uncover more traces, the Nacotchtanke seem to vanish from the historical record shortly after the reward offer. It is possible that they moved further inland and became engulfed by the Five Nations of the Iroquois. While it is also possible that some merged in with other groups, e.g. the Tauxenent, and relocated in Virginia, it is likely that many remained in, or returned to, Maryland and, like many other members of the larger Piscataway grouping, settled among the English. The continuity of the Piscataway has been documented (Cissna 1986). Today, in 1990, two of the three organized groups are petitioning the State of Maryland for official recognition.

English Colonization

Prior to the latter part of the seventeenth century, English activities in what is now Arlington County would have been largely confined to Indian trade, limited "seating" of patented tracts of land and, possibly, some additional land surveying. The nature of the growth of the Virginia Colony, combined with hostilities with Maryland were just two factors that would not have encouraged early colonization on Virginia's side of the Potomac.

In 1648, Northumberland County was established, including what is now Arlington (Arlington County 1967:7). This encompassed the entirety of the Northern Neck of Virginia. The following year, 1649, Charles II granted all of Virginia between the Rappahannock and the Potomac to seven Englishmen. This land "eventually" came "to rest in the Fairfax family" (Sweig 1978:5). With further subdivisions, Westmoreland County was established in 1653. Like Northumberland County, this included the areas later divided into Fairfax and Arlington Counties (Arlington County 1967:7, Swieg 1978:8).

In 1654 Margaret Brent was granted 700 acres of land along Great Hunting Creek. Sweig (1978:12) believes that her tenant, if not Margaret herself, was the first colonist in the area (on the Virginia side of the Potomac). While this patent was some distance downriver, out of the vicinity of the study area, there were a number of seventeenth century patents that may have fallen within the confines of the study area. Although at least some of these may not have been "seated" (see below), they should be noted. Mitchell's comprehensive 1988 (first printing 1979) work provides original sources and summaries. The pages cited from her study appear in parentheses after the entries in the following discussion.

The first of these patents that is recorded was issued to Vincent Cock in 1654. This was for 500 acres vaguely located in the "freshes above Anacosta" (Mitchell 1988:46). Several patents were awarded in 1657. These include 500 acres patented by John Bennett that lay along the "Petomeck River freshes above Anacosta" (23); 2,000 acres patented by John Curtis (or Custis), located "above Annocostin" (47); 100 acres patented by John Hayles that more

specifically located as being "above Anacosta Island" (59); and, 500 acres patented by William Knott in the freshes "above Anacosta" (66). Finally, in 1658, Thomas Boswell obtained a patent for 500 acres in the "freshes above Anacosta Island" (25).

Paullin focuses on John Custis' 1657 patent, noting that the 2,000 acres were in return for transporting forty people to Virginia. He is also a bit more precise than Mitchell, saying the lands were located "in the freshes of the Potowmack River above Annacosties" (Paullin 1930:59). "Annacosties" could be interpreted to imply either a series of islands or, more likely, the area of the Anacostank (Nacotchtanke) Indians. Paullin's seems to favor the island hypothesis and postulates that the patent would have included Analostan (TRI) Island. If it, or any of the patents listed above, did include Analostan Island, it should be remembered that the patent for the island would have to be awarded from the Maryland Colony, not Virginia.

While additional research would have to be undertaken to make a final determination, one or more of the above patents almost certainly represents the earliest actual English occupations of the study area.

Qualifying the possibility of actual occupation is warranted. While Harrison (1987:59) also references 1657 patents in the area of the "freshes above Anacosta Island," he notes that there is a "suspicion that the patentees never went ashore, but made the observations, on which the records were written up, only from the security of a boat" (1987:59). He continues to point out that most of these patents were deserted, and postulates hostility with the Indians as the cause.

Harrison's contention that hostilities with the Indians may have discouraged settlement is certainly not without merit; the study area was on the frontier, and there were several negative Indian-English encounters throughout the latter part of the seventeenth century. Likewise, his suspicion that the patentees never went ashore is supported by more recent investigations. Mitchell (1988:5) found that "early surveyors preferred to make a trip up the river and base their surveys on points which could be seen from their boat." This reflects, in the process, a pattern of "seating" (see next paragraph) lands most immediately accessible to the Potomac River. Therefore, archeologically, it would be suspected that most seventeenth century occupations would be within close proximity to the river.

The concept of "seating" is critical to the understanding early English settlement. While Harrison's suspicion may stand on solid ground, to "take firm title to a colonial land patent," a person had to "seat and plant" the land within three years (Sweig 1978:11). If patented land was not seated, it was considered deserted and repatented (Mitchell 1988:3). The (seating) "requirement could be met by building a hut to live in and keeping a couple of pigs, or by clearing an acre of ground (Sweig 1978:11). According to Sweig, a landowner would often settle an indentured servant "or a few slaves" to qualify (1978:11). As implied by the brief discussion of John Custis above, patents were based on the concept of the headright system "which awarded fifty acres of land to each person who paid transportation costs of an emigrant" (Mitchell 1988:3). Thus, if an individual paid the transportation fees for ten emigrants, he would be awarded 500 acres of land.

In 1664, part of Westmoreland County, again including what would become Fairfax and Arlington, was transferred to the newly formed Stafford County (Arlington County 1967:8, Sweig 1978:8). Arlington was to remain part of Stafford County for almost three quarters of a century.

The first well-documented patent awarded in the study area was the 6,000 acre Howsing (or Howson) tract, patented by Robert Howsing on October 21, 1669 (see Appendix A: Plate IV)--the same year that the Piscataway, including the Nacotchtanke, were awarded a reservation on the Maryland side of the Potomac. Howsing was a shipmaster who received his acreage by headright, having transported 120 people to the Virginia colony (Mitchell 1988:59-60). The land was almost immediately transferred to John Alexander (Mitchell 1988:60; Bromberg, Crowell, and Barr 1988:11) whose family was to later lend their name to the City of Alexandria and the county of the same name.

According to Montague (1968:2), the Howsing Tract extended from Hunting Creek to Rocky Run. The latter stream was apparently engulfed when Route 50 was constructed; it entered the Potomac adjacent to the middle portion of Analostan Island (TRI). A detailed analysis of Mitchell's discussion of the Howsing Tract (Mitchell 1988:59-63) would reveal interesting period references to elucidate any late seventeenth sites that may eventually be uncovered in this area. Some of this land was most certainly seated.

In 1681, Captain Randolph Brandt, a "Potomac Ranger and Indian fighter," received a land grant in the Maryland Colony that included the 75 acre "Anacostian Ile" (Netherton 1980:12-13). Although he renamed it "Barbadoes," the island was generally referred to historically as Analostan (as noted, now TRI). Brandt's will was probated in 1698, the island being left to his daughter, Margaret Hammersley (Netherton 1980:13). Analostan Island was to remain part of the Maryland Colony until the District of Columbia was formed in the late eighteenth century.

In 1687, Robert Alexander sold 150 acres of land located on the north side of Four Mile Run to John Pimmit (Mitchell 1988:60).

What was apparently the first, and only, seventeenth century land grant that was clearly in the portion of the study area that is to be subjected to road widening was awarded to Thomas Owsley on March 24, 1696/97. This 640 acre tract extended along the Potomac River starting near the mid portion of Analostan Island and continuing upriver to an area adjacent to the confluence with Spout Run (Mitchell 1988:230), i.e. almost the entirety of the actual study area (see Appendix A: Plate IV). It evidently remained under Owsley's name until 1767 when it was regranted to George Mason (Mitchell 1988:209).

As mentioned above, Templeman (1959:136) postulates that Owsley may have built the (core of the) extant Dawson-Bailey house, located adjacent to the Spout Run Parkway. As noted, while the core of the house may date to the latter portion of Owsley's ownership of this stretch of land, even this is doubtful. Templeman is correct, however, in her contention that Owsley was the Clerk of the Stafford County Court and a Captain of the Rangers. Since this was but one of four grants awarded to Owsley (Mitchell 1988:227-230), it is uncertain which he actually occupied, although all four were evidently seated. No records were located that elucidate the nature of the activities specific to the 640 acre tract in question.

From the above discussion, it is clear that the mid to late seventeenth century saw a gradual but sparse English occupation of the greater study area, with settlement initially following the river, then gradually extending inland. It is unlikely, but not out of the range of possibility, that any intact archeological sites dating to this period will be found within the path of the proposed road widening. It is highly doubtful that any will be compromised.

The discussion of the seventeenth century can close with a note that by 1700, when many Indians were leaving the settled portions of the Maryland and Virginia colonies, Englishmen were going to the falls of the Potomac to fish (Harrison 1987:144), assumedly, like the Indians before them, taking advantage of the annual Spring fish runs.

CHAPTER FIVE
EIGHTEENTH CENTURY

Growth of a Colony, Birth of a Nation

Early in the eighteenth century, 1707 to be exact, Thomas Goin obtained a grant for 653 acres of land bordered by Spout Run and extending upriver (Mitchell 1988:178, also see Appendix A: Plate IV). This was the first of a series of eighteenth century grants and regrants that was to culminate with much of the lands falling under the ownership of George Mason. The following discussion will capture many of the highlights and in the process expose the spread of English settlement.

In 1709, William Strutfield was granted 500 acres of land adjacent to the Owsley tract (Mitchell 1988:256-257; see also Appendix A: Plate IV). This would have placed at least four English settlements within or immediately adjacent to the study area by the end of the first decade of the eighteenth century--Owsley, Hammersley (Brandt's daughter on Analostan Island), Goin, and Strutfield.

Two years later, in 1711, Baron Christoph de Graffenried journeyed up the Potomac River where, according to Curry (1973:18) and Netherton (1980:14), he encountered Indians living on Analostan Island. While the Baron's apparent failure to mention the presence of Captain Brandt's daughter's family or tenants would, in isolation, strongly imply that the island was not properly "seated," it is much more likely that he was referring to Heater's (Conoy) Island, not Analostan. Heater's Island is located up the Potomac by Point of Rocks, Maryland. It is well-documented that a number of the Piscataway were residing there in 1711 (cf Cissna 1986). Nevertheless, although it is unlikely, the possibility that some Indians may have been at least temporarily living on Analostan Island at that time should not be categorically ruled out before, at the very least, a reanalysis of the original source is completed.

According to Hedges (1987:1), George Mason III purchased the "Going" tract in 1717. While this assertion is not in accordance with Mitchell's (1988) findings, Mason did in fact purchase Analostan Island in 1717 (Curry 1973:19, Netherton 1980:14).

In 1719, Thomas Lee obtained a grant for 2,862 acres of land stretching along the Potomac River by the Little Falls that included river front sections of Gulf Branch and Pimmit Run (Mitchell 1988:202, also see Appendix A: Plate IV). This patents included the area at the foot of what is now Chain Bridge (Cheek, Friedlander, and Warnock 1983:11). This puts English ownership and assumedly occupation at both ends of Arlington County (Pimmit Run and Four Mile Run), as well as within the immediate study area. Lee hired Francis Awbrey "to establish a ferry, landing and inn at the mouth of Pimmit Run" (Cheek, Friedlander, and Warnock 1983:11). The research conducted for this study indicates that while Awbrey's ferry was not made public until 1738 (Cheek, Friedlander, and Warnock 1983:11), it was the first official transportation

connection between Virginia and Maryland within the confines of what is now Arlington County. Harrison (1987:148) believes it may have been established as early as 1720.

The Lee's had plans for the Pimmit Run area. In 1722, Philip Ludwell Lee, Thomas' son, laid out a proposed town, to be called Philee, at the mouth of the run (Cheek, Friedlander, and Warnock 1983:12). This town, however, was one of a series of planned communities that never materialized. What it does show is the intensity of English occupation, both real and planned, at Little Falls.

Colonel George Mason's foothold was strengthened two years later when, in 1724, he received a grant for 250 acres of land encompassing a stretch of Donaldson Run, including the stream's mouth and a length of Potomac River frontage on either side (Mitchell 1988:208, also see Appendix A: Plate IV). In 1726, Francis Awbrey purchased a portion of Strutfield's holdings (Mitchell 1988:256-257). Additional settlement came in 1729 when Simon Pearson was granted 195 acres of land upriver of and adjoining the Goin tract (Mitchell 1988:232, see also Appendix A: Plate IV). In 1730, Prince William County was created (Arlington County 1967:8, Sweig 1978:8). Arlington was to remain part of Prince William for twelve years.

In 1738, the same year that Awbrey converted his Pimmit Run ferry public, the Virginia colonial government established four new ferries. Quoting original sources, Netherton (1980:18) shows that one was located on Francis Awbrey's plantation. Evidently, Awbrey dominated the ferry business along the upper Potomac, with one at Pimmit Run and another near Analostan Island. In 1739 John Awbrey acquired a grant for 86 acres of land adjacent the Owsley and Strutfield holdings where the present Arlington Memorial Bridge connects Virginia with the District of Columbia (Mitchell 1988:117: see also Appendix A: Plate IV).

There was considerable activity in the 1740s. Circa 1740, Gerard Alexander built Abingdon on lands now administered by the Metropolitan Washington Airports Authority and the Falls tobacco warehouse was established at the mouth of Pimmit Run (Montague 1968:3). Francis Awbrey died in 1741 (Cheek, Friedlander, and Warnock 1983:12) and Fairfax County was established in 1742 (Arlington County 1967:9, Sweig 1978:8). Arlington was to remain part of Fairfax until the turn of the century.

In this same year, 1742, a tobacco warehouse was constructed on Thomas Lee's land at the Little Falls of the Potomac (Sweig 1978:24). This was the third tobacco warehouse to be built in the area. The first was built in what is now Alexandria in 1732. The second was constructed at the mouth of the Pohick. John Awbrey was one of two inspectors appointed for the first, Francis Awbrey one of the two appointed for the second (Sweig 1978:24).

In 1744, Daniel Jennings received a grant for 50 acres of land adjacent to Analostan Island and the present Theodore Roosevelt Memorial Bridge (Mitchell 1988:199; see also Appendix A: Plate IV). Despite the growth and increase in settlement, the area was still sparsely populated by today's standards. Paullin notes that there were only a few hundred people living between Four Mile Run and the Falls of the Potomac in 1745 (Paullin 1930:62). Referring specifically to the Housing Tract, he continues on this same page to note that

most houses were grouped in "quarters" consisting of overseer, servant, and slave residents. This overview should perhaps be expanded--these settlements would have also certainly included an assortment of outbuildings such as barns, stables, and storage sheds. Also, he is clearly referring to plantations; tenant farmers, for example, would have had much less elaborate displays.

Although several researchers have stated that Francis Awbrey's son, Richard, moved his ferry from Chain Bridge to Analostan Island in 1748 (Cheek, Friedlander and Warnock 1983:12; Hedges 1987:3; Harrison 1987:148), there is some confusion. As noted above, a ferry had been established in 1738 on Francis Awbrey's land at or near present day Rosslyn. While Awbrey may have been operating two ferries at the time, one at Pimmit Run and another near Rosslyn, a 1748 "move" from Pimmit Run to Analostan Island would have put both ferries in almost the exact same location. Since Netherton (1980:19) clearly quotes original sources to show that the Awbrey's Ferry was "near" Analostan Island in 1748 when the people of Fairfax requested that the ferry be moved "about Half a mile higher" (emphasis added) up the Potomac on the George Mason plantation "whereon William Queen now lives" (the move was made the following year), this seems unlikely. Nevertheless, it should be noted that while Awbrey's Pimmit Run ferry may have been abandoned in 1748, Artemel (1978:201) believes a ferry "probably continued" in operation at Pimmit Run "until a permanent structure was built crossing the Potomac at this location."

In 1749 the Town of Alexandria was officially established (Montague 1968:3, Harrison 1987:406). This was about a decade after it was initially settled as a small Scottish community focused around a tobacco warehouse located on Great Hunting Creek (Paullin 1930:67). Twenty-eight percent of Fairfax County's population was Black (Sweig 1978:35). Thomas Lee owned 122 slaves (Sweig 1978:32), more than twice as many as anyone else in Fairfax County.

Perhaps the most significant single event in the 1750s was the founding of Georgetown across the Potomac from the study area on the then-Maryland side of the river. According to Paullin (1930:69), Georgetown was settled in 1751. Montague (1968:3) says it was officially established the following year. The end result was a concentration of population--and competition--in two port towns, Alexandria and Georgetown, one on either side of the river. This augmented and ensured the growing importance of the Rosslyn area as a link between the two colonies.

By 1760, at least some of the Fairfax County farmers were growing wheat in lieu of tobacco (Sweig 1978:61). This would have made way for an increase in milling activities. While a spat of mills were constructed in the 1750s, Mason's was not among those listed by Sweig (1978); it's construction lay in the future.

Supporting Sweig's contention, Artemel (1978:177) notes the shift from tobacco to other crops, especially wheat and corn, during the last half of the 18th century. She expands on the ensuing focus on mills, noting a shift from the individual plantation or neighborhood mill to the merchant mill (Artemel 1978:178). An awareness of these changes and this growing market undoubtedly served as a catalyst for Mason's future construction of the Spout Run mill.

Mitchell's (1987) map of Fairfax County in 1760 shows land ownership, streams, major roads--and Mason's Ferry (see Appendix A: Plate V). Her positioning of the ferry may be somewhat hypothetical but its importance is quite evident. Regardless of its exact location, Mason's Ferry was serving as a transportation hub, providing the only Potomac River crossing to Georgetown and the Maryland shores within the immediate area.

In 1767, George Mason made several land purchases along the Virginia side of the Potomac River in an apparent effort to expand and consolidate his holdings. This included a 705 acre regrant of the Owsley tract, adjacent to Jenning's holdings and Analostan Island, and encompassing much of present day Rosslyn. A second grant was for 100.5 acres immediately upriver of and adjoining the former Owsley tract. This bordered Spout Run. A third package of 672 acres included a regrant of the Goin tract as well as 19 additional acres. This adjoined the 100.5 acre grant and continued upriver. A fourth was a regrant (truncated to 218 acres) of Colonel George Mason's 1724 grant for 250 acres stretching along the Potomac on either side of Donaldson Run (Mitchell 1988:209; see Appendix A: Plate IV).

In 1770, six years before the Revolution and the official birth of the United States, the Fairfax County court ordered George Washington and George Mason to "give security for keeping ferries at their respective landings in Fairfax County" (Sweig 1978:81).

In 1778, two years after the Declaration of Independence, John Parke Custis, George Washington's stepson, purchased Abingdon from the Alexanders (Montague 1968:6; Netherton and Netherton 1987:39). Four years later, in 1782, Fairfax County had a population of 8,763 people: 5,154 white, 3,609 black. With 188 slaves, George Washington was the largest slaveholder in the county; George Mason (with 128) the second largest (Sweig 1978:35).

In 1789, Philip Ludwell Lee sold seven fish stands along the Potomac River in the area of Chain Bridge (Montague 1970:34). The author asserts, on this same page, that they had probably "been long established" since they had proper names. While the presence of proper names should not be assumed to indicate longevity, their temporal depth can be postulated to have been sometime after 1719, when the Lee's acquired their holdings, and the time of the sale. What they evidence is apparently extensive colonial/early American use of the area for fishing, mirroring earlier Indian use. Assumedly structures associated with the fish stands would have been small and impermanent.

Also in 1789, the Lees sold the remainder of their Pimmit Run property to Philip Richard Fendall of Alexandria. Fendall established a granary, grist mill, distillery, brewery, cooper's shop, blacksmith shop, and workmen cottages at the location (Montague 1970:34).

As part of the formation of the District of Columbia, acts passed in 1790 and 1791 forbade the construction of public buildings on the Virginia side of the Potomac River (Arlington County 1967:12). While these acts were probably instrumental in perpetuating Arlington as a largely rural area throughout the bulk of the 1800s, as will be evidenced below, they did not hamper efforts to create new towns.

In 1792, George Mason died and bequeathed some 2,000 acres to his son John. This included Analostan Island and all of Mason's holdings along the Potomac River--such as Spout Run (Curry 1973:16).

Ellicott's 1794 map, the "Territory of Columbia," shows the topography, roads, and drainage in 1791-92 (Stephenson 1981:34, Plate 20; also see portion reproduced in this report, Appendix A: Plate VI). Of special interest to this study is the configuration of roads converging at present-day Rosslyn.

The first clear evidence of quarrying along the Virginia shores of the Potomac dates to 1796 when Philip Fendall "offered for lease 'sundry' quarries containing an immense quantity of building and foundation stones'" (Johnson 1990:4-6). This was at Pimmit Run.

In 1797, the first of what was to be a series of bridges was constructed at or near the present-day Chain Bridge. The first, according to Montague (1968:5) was "at the site of the Falls Warehouse."

The following year, 1798, John Mason petitioned to found a town on 90 acres of land he owned along the Virginia shore of the Potomac across from Georgetown. This town, which never materialized, was to be called South Haven (Harrison 1987:666). In this same year Alexandria City and Alexandria County (the county portion being basically what is now Arlington) became part of the newly-established District of Columbia (Sweig 1978:27).

Netherton (1980:25) provides evidence that John Mason built his summer home on Analostan Island (by then often referred to as Mason's Island) sometime after 1798.

The eighteenth century closed with a momentous event--Federal government offices were officially moved to the new capital, Washington City (Arlington County 1967:12-13).

CHAPTER SIX

NINETEENTH CENTURY

The study area and vicinity witnessed considerable activity in the opening decade of the nineteenth century. In 1801, Alexandria County had a population of approximately 6,000 people, most of whom lived in Alexandria City. According to Montague (1968:5), 978 lived in what is now Arlington County. In 1802, John Parke Custis' son, George Washington Parke Custis, started building a new mansion (Netherton and Netherton 1987:51). Completed in 1817, this impressive structure, located "on high ground back from the river," was originally known as Mount Washington. It was later, and is presently, known as Arlington House (Montague 1968:6-7). According to Artemel (1978:172), in 1803, W.H. Washington and Philip Alexander operated a ferry that went from Alexander's Island to Washington, D.C.; Mason's ferry was still in operation, going from Analostan Island to Georgetown; and, a causeway had recently been constructed connecting the island to the Virginia shores.

This latter point, the construction of a causeway connecting Analostan Island to the Virginia mainland, bears some discussion. First, while some kind of a causeway may have been present in 1803, it was not until two years later, in 1805, that Congress allowed for the construction of a causeway across the Potomac (connecting Analostan Island to the mainland of Virginia) to improve navigation (Land Records, District of Columbia, Liber O, Folio 30-32). While the research undertaken for this study did not determine whether or not the causeway came to fruition as planned, it was to be constructed within two years--at least eight feet above high tide, and forty feet wide with a 30 foot wide hard road.

John Mason gave the City of Washington permission to access soil and quarry as necessary from his lands to acquire the materials needed for the causeway. It is important to point out that he expressively forbade quarrying around the mouth of Spout Run. This strongly suggests that he had a special interest in this area, logically for the very near future construction of a mill.

As has been noted earlier in this report, while the very existence of Mason's mill remains elusive, the available evidence strongly supports the contention that he did, in fact, operate a mill at the mouth of Spout Run. It could have been either a Fulling (Cotton) Mill or a Grist Mill, the latter being more likely (although Mason did manufacture his own cotton--see Curry 1973, Artemel 1978:168, Netherton 1980).

Although Mason certainly had an ample supply of stone available that could be used to construct a wheelpit and mill foundation (or the entire structure), what is important archeologically is the overall complex of structures and activities that would be part and parcel of milling. Macaulay (1983:58) points out that, in addition to the mill itself, a milling operation would also include a head and tail race, possibly a spillway, a storage shed, a privy, houses for the millworkers, and a house for the owner/manager. In essence, a mill would serve as the hub of what amounted to a small community. Such a configuration is what McCoy (1986) had in mind in his hypothetical discussion of the Mason Mill complex.

Macaulay also discusses the important concept of a "mill privilege." This "permitted the owner to divert a percentage of...(a) river's flow to power one or more... mills" (1983:19). Although additional research would be needed, the suggestion is that such a privilege logically accompanied land sales designated "mill seats" in Virginia; the mouth of Spout Run was so designated in the Carberry Survey (see below) of 1835/6.

As was mentioned above in the discussion of the late eighteenth century, Philip Fendall purchased property near the present day Chain Bridge where he established an assortment of business enterprises (grist mill, brewery, blacksmith, etc.). In 1806, one year after Fendall's death, the property was sold to Francis Green of Medford, Massachusetts. Cheek, Friedlander, and Warnock (1983:12) state that "although evidently held by a series of absentee owners, a mill continued to function at this site in the early nineteenth century."

One of the most notable events of the first decade of the nineteenth century was the construction of the "Long Bridge" in 1808 "about where the railroad bridge now is" (Montague 1968:6). According to Topham (1930:309), the bridge was built in 1809, not 1808, for a price of "about one hundred thousand dollars." The Long Bridge connected Virginia, with Alexandria obviously in mind, with the new capital city of Washington. As is wont with bridges, it was to also serve as a hub around which future growth would focus.

Two other events were to take place in 1808: two turnpikes were chartered, the Columbia Turnpike going westward from the Long Bridge towards what is now Rosslyn and the Washington-Alexandria Turnpike going from the Long Bridge southward towards Alexandria City (Netherton and Netherton 1987:46); and, the stone causeway connecting Analostan Island with the Virginia mainland was constructed (Netherton and Netherton 1987:53).

In 1809, a road was constructed from the Analostan Island ferry landing to connect with the Washington-Alexandria and Columbia Turnpikes. According to Artermel (1978:195), it was "sometimes referred to as John Mason's Alexandria Turnpike." The decade closed with the construction of the third Chain Bridge (Cheek, Friedlander, and Warnock 1983:13).

What we are witnessing with this assortment of ferries and bridges is the historical setting of three major acitivity areas along the (Arlington) riverfront: Chain Bridge/Pimmit Run, Roosevelt (nee Analostan) Island/Rosslyn, and the Long Bridge. Chain Bridge/Pimmit Run was to fall by the historical wayside; Roosevelt Island was destined to revert to nature; Rosslyn was to later take off and become a major 20th century center; and, the Long Bridge was to continue to be a hub, with "Jackson City" (discussed below) yielding to Civil War activities to airports, the Pentagon and Crystal City.

In 1815, Edgar Patterson of Georgetown purchased the former Fendall holdings at Pimmit Run (Johnson 1990:4-7). Fendall's mill, to become historically known as Patterson's Mill, is said to have played an important part in the War of 1812--the Declaration of Independence and other important papers were safely housed at the (then) unoccupied mill when the advancing British burned the White House in 1814 (Artemel 1978:179, Johnson 1990:4-7).

In 1817, Lewis Carberry, Surveyor of the County of Washington, married Abner Cloud's daughter Artemisia (Clark 1930:105). As will be seen below, Carberry was to play an important part in the life of John Mason.

Robert King's 1818 "Map of the City of Washington in the District of Columbia" shows Mason's imprint on Analostan Island including his home, driveway, orchards, and the causeway connecting the island to the mainland (reproduced in Curry 1973:17). The causeway was located at the northwestern end of the island. The visible feature noted in the pedestrian survey of the study area may be, and likely are, remnants of that causeway.

Six years after purchasing his industrial complex, Patterson put the holdings up for sale. In late 1821, a notice appeared in a Washington, D.C. newspaper, the National Intelligencer stating that a paper mill, flour mill with attached wool factory, stone quarries, and land were for sale at Pimmit Run. The flour mill was described as a three story stone structure located "on the tidewater of the Potomac" (Clark 1930:109). Artemel (1978:185) notes that blankets manufactured at the woolen factory were prized in the 1830s.

While this ad reveals the range of industrial enterprizes in the area of Chain Bridge, it is important to note that it also reflects the continuation of quarrying activities--it states that Patterson had been receiving a yearly rent of \$1,500 for his quarries (Clark 1930:110). This suggests that the amount of quarrying was not insignificant.

Netherton and Netherton (1987:52) note that 1824 saw the introduction of an annual July 4th celebration at Arlington Spring, located just below Arlington House near the river's shore. They provide a pictorial illustration that depicts the accessories that were established around the spring. These included a kitchen, dining hall, and dance pavilion. They also make a statement that should be viewed as a hypothesis, to be tested if future activities threaten the area: "The exact spot where the little enclave stood can no longer be found. It is lost in the convolutions of parks and parkways on the river shore of today" (ibid).

In 1825, the Chesapeake and Ohio Canal Company was established to build and operate a canal on the Washington, D.C./Maryland side of the Potomac. In response, Alexandria merchants teamed together and petitioned Congress to charter the Alexandria Canal Company, their goal being to connect Alexandria with the C & O Canal. The charter was provided in 1830. Construction of the Alexandria Canal was underway in 1831, that of the Aqueduct Bridge in 1833. Both were completed in 1843 (see Montague 1968:6, Harrison 1987:550).

John Mason was not to join in the potential business that would be spawned by the new canal's Virginia connection. In 1829, a year before the Alexandria Canal Company's charter was granted, an indenture was recorded between John and Ann Maria Mason and one Richard Smith of the Bank of the United States (Land Records, District of Columbia, Liber 3 (N2-U2), Folio 321-322). A side note states the indenture was forwarded to Richard Smith in 1832. This Deed of Trust conveyed 1,822.5 acres of land "lying on the Potomac River...beginning...nearly opposite the lower end of Annalostan Island...and running up...said river to the mouth of...Little Pimmit Run" (ibid, Folio 322).

The deed continues to state that the transfer was to include "all the farms, farm houses, mills, buildings and other improvements, erected on same...(including) all the lots in the town of West Haven...opposite the Town of Georgetown...and whence the ferry to Georgetown is now kept, together with several houses erected at the ferry landing" (*ibid*).

What we are seeing here are several things; first, strong support for the existence of Mason's mill on Spout Run; second, the presence of a number of tenants on Mason's lands; third, the continued presence of the ferry, associated with a number of structures, and docking on the mainland, not Analostan Island; and, fourth--Mason was going bankrupt. Lewis Carberry conducted a survey of Mason's holdings in 1835/36 (Carberry 1836). The area at the mouth of Spout Run was listed as a mill seat. This provides additional support for, but not absolute proof of, the contention that Mason had a mill at this location. (See also Land Records, District of Columbia, Liber WB (No. 16), Folio 233-235 and Liber WB (No. 67), Folio 42-62. The latter is worthy of a focused study of land-use and occupancy in the study area in 1838).

While Mason's misfortunes resulted in a Deed of Trust that listed a variety of potential historical resources (farms, mills, ferry) within the study area and vicinity, Hickin (1978:262) inadvertently reveals the potential for another class of potential resources. She states that, by the 1830s, "a major staple of the Fairfax economy was the fish caught in the Potomac and its tributaries each year during the fishing season" (Hickin 1978:262). She continues on this same page to note that fishing played a "diminishing role in the Fairfax economy of the nineteenth century" partly due to the "tremendous seines" used. What this reflects archeologically is a riverine focus, one that should have left numerous traces.

The possibility of locating these potential resources must take a number of factors into account. These include human activities, such as quarrying, the development of Rosslyn, and the initial installation of the GWMP, and natural forces, particularly flooding. In February 1831, an "extraordinary" flood, evidently concentrated between Georgetown and Seneca (Unrau 1976), must have had a negative impact on the study area, curtailing milling activities and causing water damage, and possibly structural damage, to any buildings standing within the flood or high water zones. The Long Bridge was destroyed (Artemel 1978:201). This was but one of a series of floods that would have varying degrees of impact along the Potomac River below Little Falls.

In this same year, 1831, Mary Ann Randolph Custis, George Washington Parke Custis' daughter, married Robert E. Lee. She was to inherit Arlington House after her father died in 1857 (Montague 1968:7).

A new Long Bridge was completed in 1835 (Artemel 1978:201). Shortly thereafter, on January 12, 1836, President Andrew Jackson laid the cornerstone for what was to be Jackson City, located on the Virginia shores at the foot of the Long Bridge (Stephenson 1983:6). While Jackson City did not materialize as planned, it did become the hub of various activities throughout the remainder of the nineteenth century and continuing into the twentieth. Netherton (1980:41) notes the presence of race tracks, gambling dens, saloons, and brothels.

Following several decades of agricultural depression, the 1840s were to see an influx of northerners into Fairfax County (Hickin 1978:251-252). Assumedly, this would also apply to Alexandria County. The fifth Chain Bridge was built in 1840 (Cheek, Friedlander, and Warnock 1983:13), and, as noted, the Aqueduct Bridge and the Alexandria Canal were completed in 1843 (Harrison 1987:550; see Appendix A: Plate VII, this report). The Aqueduct Bridge carried pedestrians and vehicles across the Potomac on an upper roadway; the canal crossed the river via a wooden conduit (Netherton and Netherton 1987:49).

In response to pressures to leave the District of Columbia and rejoin Virginia, a law was passed in 1846 that mandated a referendum on retrocession (Montague 1968:6). A vote was taken in 1847, with 763 people favoring retrocession, 222 opposed (Arlington County 1967:13; Netherton and Netherton 1987:47). This reflects both a sparse population (when viewed by today's standards) and a high voter turnout. According to Montague (1968:6), approximately 8,700 people lived in Alexandria City, 1,300 in the rural areas (what is now Arlington County). The vote was almost certainly limited to landed white males. In October 1847, a severe flood washed bridges away and the Potomac River passed all previous high water marks (Unrau 1976).

It was suggested above that quarrying activities along the Virginia shores began in the late eighteenth century. According to Tilp (1978:249), quarrying continued "spasmodically until 1848" when Gilbert Vanderwerken moved into the area. The implication is that the decade preceding the Civil War saw the birth of the continuous and increasingly large-scaled quarrying that was to dominate much of the landscape until the Park Service acquired the future route of the GWMP in the 1930s.

According to Vanderwerken's grandson, Charles Grunwell, Vanderwerken operated three quarries: one was "a short distance from Pimmit Run below Chain Bridge;" a second, known as the "Gulf Quarry," was a "quarter of a mile" downriver (assumedly at Gulf Branch); and the third was "at the mouth of Spout Run" (Grunwell 1966:11). While the latter only operated "a short time" (*ibid*), it may account for the former quarry that is clearly evident just east of Spout Run.

Templeman (1959:142) puts a date on these enterprises, noting that the first commercial quarrying was undertaken in 1851 when the Vanderwerken-Grunwell family purchased the land around what would become historically known as Little Italy. Based on Templeman's observation, it is likely that the Spout Run quarry did not materialize until after the Civil War.

"By 1850, about one of every three adult white males living in Fairfax (County) had migrated from the North or from outside the United States" (Hickin 1978:259). This included "numerous white laborers, some two hundred from Ireland alone" (Hickin 1978:260). This pattern would assumedly apply to neighboring Alexandria County and would provide a ready pool of workers to man the newly-established quarries.

According to Netherton (1980:43), in 1859, one Jacob Powers obtained a four year lease on Analostan Island "for commercial gardening." When the Union army occupied the island in the Civil War, William Bradley, who had purchased the island in the 1850s, bought Powers unexpired lease back. Nevertheless, in his short occupancy, Powers "built a dancing saloon and wharves in an effort to

establish a resort" (Netherton 1980:43). Some archeological evidence of these activities is almost certainly extant. While these potential resources are in no apparent danger from the proposed construction activities associated with the widening of the GWMP, what they would reflect is the increased use of the area by the local population, an everincreasing focus of human activity along the shores of the Potomac, a harbinger of Rosslyn, to be developed in the near future.

Civil War

On May 3, 1861, shortly after the outbreak of the Civil War, General Winfield Scott ordered Federal troops to occupy Arlington Heights. The order was carried out 21 days later, May 24, 1861. The Aqueduct bridge, opened eighteen years earlier as an avenue for commerce and pedestrian/horseman access between Arlington and Georgetown, was used by Union forces as the occupation took place. Troops also entered Virginia by boat (in Alexandria), or by crossing the Long Bridge (Chase 1930:175-176).

The population of the rural portion of Alexandria County, corresponding to today's Arlington County, was approximately 1,400 men, women, and children. The permanent Federal garrison established for the duration of the war consisted of 18,000 troops (Montague 1968:11). As would be expected, the Civil War era was to leave copious records, and more than its share of archeological sites in the study area and vicinity.

A considerable amount of data can be obtained from analyzing the available Civil War era maps. In light of this, it should be reiterated that while a special focus is on the study area between Spout Run's Lorcom Lane turnabout and the Theodore Roosevelt Memorial Bridge, the discussion will include the larger vicinity. This will place the study area in a broader cultural context, i.e. part of the landscape historically identified with what is now called Arlington County, Virginia. However, spatial limitations mandate that the data be as confined as possible to the riverfront and immediately adjacent area.

To the extent applicable, each map is discussed on a sectional basis, with the most detailed analysis being confined to the study area. Generally, the areal subdivisions are: (1) the Palisades (Chain Bridge to Spout Run), (2) Spout Run to Rosslyn, (3) Rosslyn to lower TRI (downriver end of island), (4) lower TRI to "Jackson City" (Fourteenth Street Bridge), and (5) Jackson City to Four Mile Run.

Several maps have been reproduced for this report. These consist of a portion of Corbett's map of 1861 and portions of Plates 5 and 6 from Barnard's 1865 "Defenses of Washington" (see Appendix A: Plates VIII, IX, X, and XI). These maps, and those discussed below, provide a visual portrait of war time Arlington.

A U.S. Coast Survey map (Davis, Penny, and Kirkley 1978) depicts Virginia in the summer of 1861, from Hunting Creek and Alexandria to Bailey's Crossroads and, finally, to just beyond Chain Bridge. The map is quite detailed, a feature often noted on maps associated with the name of General Irvin McDowell. Many of the activities discussed below are mirrored on Corbett's

1861 map (see Appendix A: Plate VIII); McDowell's map is described in detail to provide an enhanced view of the study area and vicinity at the dawn of war.

Although no structures appear at Chain Bridge, a Union encampment of "District Volunteers" is shown adjacent to the upriver base of the bridge in Virginia. Battery Scott can be seen on the opposite side of the Potomac, poised in a position to make a hostile crossing of the river costly should the Union forces be overcome in Virginia.

Moving downriver, the road system associated with "Mason's Mill" at Spout Run was extant--Fort Smith was not yet built. On the way to Rosslyn, Fort Bennett and an encampment of the 21st New York are clearly evident. While no structures are depicted in the area of Rosslyn (the intention of the map was to show Union defenses), several encampments are shown. These include the 2nd Calvary, and the 14th, 28, and 69th New York. The Virginia shore paralleling the length of Analostan Island (then Mason's Island) was devoid of military activity. The only evidence of human activity in this stretch was the causeway connecting the island to the mainland and the ghostly Alexandria Canal. No troops are indicated on the island. The Alexandria Canal, under its "proper" name (Chesapeake and Ohio Canal) appears. Although no encampments or structures are shown between Rosslyn and the Long Bridge, just beyond the mid point a road follows the shoreline to a "Tete-de-Pont" (the future Fort Jackson). Proceeding downriver, Fort Runyon was extant and occupied by the 21st New York; the 3rd New Jersey Militia and Garibaldi Guards were encamped adjacent to General Hunter's house.

McDowell's collection of maps, entitled the "Environs of Washington" (on file at the National Archives, Record Group 77, F99), depict the study area and vicinity in 1862. In addition to showing topographic lines and cultural features such as roads, forts, and houses, these maps also show foliage. This is an important asset; although denuding forests in the immediate vicinity of forts was considered a military necessity, showing foliage gives a better picture of the overall study area.

General Hunter's holdings, including outbuildings and an apparent orchard were located on the Arlington side of Four Mile Run. An effort was made to depict the overall shape of the buildings--several were apparently L-shaped. A similar layout appears adjacent to General Hunter's.

A single structure just outside of Fort Jackson that appears on the Barnard's 1865 map (see Appendix A: Plate IX) does not appear on the McDowell map. This suggests that the subject building was constructed in the early 1860s either as part of the war effort (i.e. built by Union troops) or in response to troop activity in the area. The 1862 maps' attention to detail makes it unlikely that it was simply missed.

The area between the Long Bridge and the Aqueduct Bridge was a mixture of woods, marshes, and open spaces. Two structures, probably houses, are shown along the Alexandria Canal near Fort Haggerty (Rosslyn area adjacent to Analostan Island). These may be some of the same houses shown on the Hopkins Atlas of 1879 (discussed below).

With the exception of cleared areas around the forts, the section between the Aqueduct Bridge and Spout Run was wooded--no houses or roads (discounting the Mason "mill road" which was in a wooded area at the time) were noted. What this suggests is that the mill was certainly abandoned, possibly in ruins.

It should be noted that what is illustrated in these maps is a reflection of three of the four areas of basic population activity and concentration in 19th century Arlington: one adjacent to Alexandria, one in the vicinity of the Long Bridge, and one around the Aqueduct Bridge and Analostan Island. The fourth activity area was concentrated around Chain Bridge. Although it is not evident on the Civil War maps being discussed, it is suggested in the Hopkins Atlas of 1879 and clearly evidenced by previously discussed historical records. Thus, although not surprising, we see special activity at the three points where there is a bridge connection with Washington, D.C. and/or Maryland, as well as activity near the, relatively-speaking, heavily populated Alexandria.

A picture of the Arlington riverfront in 1865 can be gleaned from Barnard's "Defenses of Washington" (see Appendix A: Plates IX, X, XI). The importance of Forts Smith, Strong, Bennett, and Haggerty (Appendix A: Plates X and XI) to the study area is immediately evident. The first three virtually surrounded Spout Run and what is now the Spout Run Parkway. As noted earlier in this report, the partial remains of one of the rifle pits associated with Fort Strong is extant and is safely located on National Park Service lands. A road associated with Fort Smith paralleled Spout Run. This road is most likely the same as that seen on the Carberry Survey of 1835-36. Field investigations conducted in December 1988 support the conviction that it was reworked by Union troops to serve as a rifle pit overlooking and securing the run.

Several houses are shown in the area of Spout Run. These include the Jewell house (adjacent to GWMP lands), what is almost certainly the Dawson-Bailey House, and an unnamed structure near Fort Bennett (see Appendix A: Plates X and XI). No houses or other structures appear along the river between Spout Run and the Aqueduct Bridge. Nevertheless, as indicated above, the ruins of Mason's Mill were almost certainly extant. It is possible that the entire structure still stood, albeit abandoned. As was also noted earlier in this report, several present residents of Arlington County remember some kind of structural remains at this location prior to the construction of the parkway (personal communication, Bruce McCoy 1988). These may have been remnants of the elusive mill.

An extensive, crescent-shaped rifle pit was positioned in what is now Rosslyn (see Appendix A: Plate X), obviously to defend the Aqueduct Bridge (and Georgetown) if the tides of war were to turn in favor of the Confederacy. The Ross farm appears just outside of Fort Corcoran on the crest of the Rosslyn rise. Seven structures appear in Rosslyn, three in the uplands, four along the riverfront. Three of these are in a cluster, the fourth is positioned next to the Analostan Island causeway. There is little doubt that the latter is the same structure that appeared on the Hopkins Atlas in the latter part of the following decade. While the three along the river may have been gone by that time, such an assumption should be made only with due caution.

Barnard shows a network of roads interconnecting the area, one leading to Arlington Hall and proceeding from there to Arlington Springs (five structures shown) and Fort Jackson. Three structures and an "Old Race Course" are shown in the area of Fort Jackson (see Appendix A: Plate IX), another three structures were located in the area of Fort Runyon. The Washington and Alexandria Railroad went through both forts.

There is perhaps more than a passing possibility that Barnard's "Old Race Course" was constructed on the site of the contact-era Nacotchtanke village of Namoraughquend. While the race track may have been built as part of the efforts to establish the ill-fated Jackson City in the 1830s, the fact that Barnard refers to it as "old" suggests that it may have dated to the early 1800s, possibly shortly after the construction of the Long Bridge. Regardless, its remains would have fallen to the construction of the GWMP and the Pentagon.

Although the "Old Race Course" did not appear on the Hopkins Atlas of 1879, a race track was extant at this location in the early part of the twentieth century (personal communication Bernard Fearson, April 1989; see also Foster 1984:22). It appears in a series of aerial photographs taken in 1927 (on file, National Archives, copies at Office of Regional Archeologist, NCR, also see Appendix A: Plate XV) and may have been the same track recorded by Barnard.

Barnard's maps show a paucity of houses in the immediate vicinity of Chain Bridge. It is clear, however, that considerable Civil War activity took place in this area: this is evidenced by the presence of Forts Marcy and Ethan Allan and an extensive network of rifle pits. At least one segment would have been in the path of the future George Washington Memorial Parkway.

Finally, Plate LXXXIX of The Official Atlas of the Civil War (Davis, Penny, and Kirkley 1978), evidently based on both Barnard's and McDowell's maps, warrants a brief discussion. While only three structures are shown in the Rosslyn area, one labelled as the Ross house, the old Alexandria Canal can be seen snaking its way from just upriver from the City of Alexandria to the Aqueduct Bridge. All the forts important to the study area are illustrated: from Forts Runyon and Jackson by the Long Bridge to Forts Strong, Bennett, and Smith. However, while this map claims to present a picture as of 1865, what must be the "Mason Mill Road" is shown leading from Fort Smith down to the Potomac River. Not only does its positioning seem wrong (it is too far upriver from Spout Run), but the field investigations undertaken for this project suggest (as noted elsewhere in this report) that the Union forces most likely curtailed the road's trip to the river to turn it into a rifle pit. One remote possibility, that should not be categorically ruled out, is that this map depicts yet another road that tranversed the area.

While it is clear from the above discussion that the impact of the Civil War on the study area should not be underestimated, four additional points will enhance the picture of an occupied landscape.

First, the impact from the construction of forts, associated outbuildings, rifle trenches and other earthworks was undoubtedly dramatic--referring to Union activity on Analostan Island, Netherton (1980:45) notes out that by "1865, 20 buildings had been erected on the island, including eight barracks..."

Second, Barnard (1871:85) makes a noteworthy observation that captures much of this impact: "in addition to the ground immediately occupied by the defensive works, the lands in front for a distance of two miles were cleared of standing timber." Much of the wooded sections of Arlington must have been denuded.

Third, the Union forces engaged in unprecedented road-building activities. According to Barnard (1871:77) "there existed, at first, no adequate means of communication along any portion of the line (of defensive forts), and none at all along some portions." Consequently, "communicating roads" were built "as soon as the general line of works was established" (ibid). Several conditions were imposed: the roads should not be positioned on grounds that could be occupied by Confederate forces along the front, they should be as direct as possible, and they "should have sufficient width for the movement over them of field batteries or army trains" (ibid). Barnard continues, noting that the Union occupation of the Heights of Arlington in the winter of 1861-62 "caused it to be traversed by innumerable rough wagon trails" (Barnard 1871:77).

Fourth, these construction activities must be coupled with the physical occupation of the Union army, out numbering the resident population by twelve to one (as noted at the outset of the discussion of the Civil War, the population of the rural portion of Alexandria County that would correspond to today's Arlington County, was approximately 1,400 people. There were 18,000 soldiers in the permanent Federal garrison (Montague 1968:11).

Post Civil War

In the wake of the Civil War and continuing until 1904, the Rosslyn area and Jackson City were seats of gambling, thievery, and assorted other vices. The area of the unnamed stream that lies just upriver from Key Bridge (adjacent to North Oak Street) was known as "Dead Man's Hollow." Allegedly, homicides were a weekly occurrence (Arlingtonn Courier 1988:10).

In 1870, Alexandria became an independent city; the geographic limits of the much reduced Alexandria County largely mirrored the boundaries of present-day Arlington County. Alexandria County had population of approximately 3,200 people, almost double its pre-war population. Many of these new inhabitants were former Union soldiers (Montague 1968:13). Nevertheless, the county was to remain largely agricultural for several more decades.

Chase (1930) makes a comment that has important implications pertaining to the potential archeological resources that may yet be harbored near the study area. While discussing Arlington House and George Washington Custis Lee's postwar efforts to regain his property (it had been compensated by the Federal Government during the Civil War) or be compensated for the land, Chase casually notes that the list of defendants in the ensuing suit included former slaves "set free by the war, and living in the freedmen's village down near the river shore, where the master of Arlington, in happier days gone by, was wont to entertain the picnic sojourners from Washington in the groves of trees near which flowed the famous Custis spring" (Chase 1930:184). While this spring is logically the "Arlington Springs" noted above, none of the Civil War maps studied show a Freedmen's Village at this location. A well-known Freedmen's Village was located further inland, and is illustrated on several

period maps (see also Netherton and Netherton 1987). Nevertheless, it is clear that the area of the Arlington Springs must be viewed as a potential archeological "hot spot." Its value is apparent from the activities of the "picnic sojourners" and is greatly enhanced by the possibility that a Freedmen's Village, albeit short-lived, may have been located there. While it may be suspect, especially considering the detail with which some of the maps were compiled, one must not assume that Chase is mistaken.

In June 1877, the heirs of William Jewell (of the Jewell farm where Fort Smith was built) became the fee simple owners of John Mason's former lots 20 and 21 as surveyed by Carberry in 1835/6 (referenced in Land Records, Arlington County, 1907c: Deed of Dedication, August 21, 1907, on file at the Arlington County Courthouse, Liber 117, Folios 26-31). Lot 20 is described as starting at a "three prong poplar standing at the edge of the woods near the top of the hill, southerly from the site of the lower mill dam over Spout Run" (op cit, folio 27, emphasis added). This is one of the strongest pieces of evidence discovered that supports the contention that John Mason had a mill at the mouth of Spout Run.

In November 1877, the area experienced the worst flood in "150 years" of recorded history. "It left the (C & O) Canal a total wreck and brought trade to an end for the season" (Unrau 1976).

The 1879 Hopkins Atlas of Fifteen Miles Around Washington, D.C. (see Appendix A: Plate XII) shows six houses on the Virginia mainland opposite the downriver end of Analostan Island. Four tenant and/or owner names are listed. Upriver to downriver these appear to be Kempler, Minor, Cohen, and Swartz. While there is little doubt that the sites were impacted by the installation of the existing GWMP, they are of particular archeological interest--the names indicate that the residents were Jewish, thus discovery of any remains would be important resources for the archeological study and interpretation of ethnicity. Naturally, pointed archival research would have to be undertaken to ensure that the individuals in question were residents and not absentee landlords. Four additional houses are shown upriver--two immediately north of Rocky Run on the inland side of the Alexandria Canal and two adjacent to the Analostan Island causeway, one on either side of the Canal. Owner/resident names are not listed. This gives a total of ten structures, all probably residential units, in the path of the future parkway.

Although only nine buildings are shown in Rosslyn (called by that name), Hopkins depicts the alignments of the streets, suggesting both the ideal planned development of the area and the more than passing possibility of additional structures being extant.

No structures are shown along the riverfront beyond Rosslyn until Chain Bridge. Here the Woody store appears on the upriver side of the bridge. A number of houses are shown further inland.

Proceeding downriver from Analostan Island, Arlington Hall is encountered, listed simply as the residence of "Mrs. Gen. Robt. E. Lee." A road passed to the south (downriver side) of the house, crossing the Canal and proceeding to Jackson City at the end of the Long (Fourteenth Street) Bridge. Five structures are shown between Arlington Hall and the "outskirts" of Jackson City. This is the location of Arlington Springs (discussed above). Mirroring

the Civil War maps, three structures can be seen on the river side of the canal, two inland. Four structures are shown at Jackson City--one the apparent residence of "Allen Dodge," another a fishery, and a third (adjacent to the bridge) a hotel. While all four were seemingly on lands now administered by the National Park Service, the hotel, and possibly the others as well, would now likely be under the concrete maze associated with the Fourteenth Street Bridge complex. Also, at this point was the Jackson City Railroad Station.

From the railroad station to Four Mile Run, some forty structures, both private residences and buildings affiliated with several brick yards (Potomac Brick Works, Smitson Brick Yard, and Adamantine Brick Company), as well as a significant portion of the Alexandria Canal, would have been in the path of development associated with the the GWMP, National Airport, and/or the Crystal City complex. A number would have been on lands now administered by the NPS, National Capital Region.

Like in the earlier Civil War maps, the Alexandria Canal is referred to as the Chesapeake and Ohio Canal, reflecting its true intention, i.e. an extension of the noted C & O. Not surprisingly, population clusters are evident along the major thoroughfares, especially at major road junctions. While many of the roads used and, at least in part, constructed during the Civil War were extant, the absence of others (such as the "Mason Mill Road") suggests that they fell into general disuse after the war.

In 1886, the Aqueduct Bridge, "condemned as unsafe, was closed pending reconstruction" (Harrison 1987:550). This marked the end of the Alexandria Canal. Harrison (*ibid*) quotes an "obituary" for the canal, printed in the Alexandria Gazette on October 22, 1886. A casual reference contained in that obituary will prove to be important to any future efforts to figuratively reconstruct the Alexandria Canal on modern maps. It will be especially important to test the hypothesis (presented elsewhere in this report) that the remaining portion of the railroad bed in Rosslyn was constructed on the old canal bed. The article states the canal "ran nine or ten miles on a hill alongside the river."

The Rosslyn Post Office was established in 1888 (Netherton and Netherton 1987:81; Arlington Courier 1988), in a sense setting the stage for the upcoming twentieth century. In May/June of the following year, the area was subjected to a "titantic flood" with a crest higher than any ever recorded. The Potomac was 43.3 feet at Chain Bridge and 19.5 feet at the Potomac Aqueduct. At the Aqueduct, the Potomac was running at 12.4 feet per second (Unrau 1976); about 8.5 miles an hour. Unrau reports that "nearly every house between the (C & O) Canal and the river from Chain Bridge to Great Falls had been swept away" (1976, unpaginated). With the tremendous speed of the river, and the incredible high water mark, the effect on the study area must have been severe.

By 1890, the population had increased to 4,300 people (Montague 1968:13). Rosslyn had about 30 buildings, "mostly one story in height" (Netherton and Netherton 1987:121). On May 24, 1890, the Potomac Stone Company acquired 43 from the former John Mason holdings (see Land Records, Arlington County, 1907b, Liber 117, Folio 55-56, on file at the Arlington County Courthouse).

The Washington, Arlington, and Falls Church Railway Company was established in 1891. This signaled the commencement of electric rail service to the area (Arlington Courier 1988:5) and heralded the birth of suburbanization (Netherton and Netherton 1987:82). This flowering of suburbia was to lead to plans to widen the GWMP some 90 years later.

In 1899 the Arlington Experimental Farm was established on what would grow into 400 acres of land near Fort Myer and Arlington National Cemetery (Netherton and Netherton 1987:97, see also Appendix A: Plates XV, XVI, and XVII). On this same page, the Nethertons state that "much of the topsoil" had been removed "to make lawns in Arlington Cemetery." To complicate matters, the farm had been subjected to grading. Archeologically, the end result would have certainly been some impact to cultural resources, especially those confined to the upper soil horizons. It would also result in a mish mesh of artifacts secondarily scattered throughout the cemetery.

By 1900, at the close of the nineteenth century, the population of Arlington, still known as Alexandria County, had increased to 6,400 people (Montague 1968:13; Foster 1984:22). The county consisted of small farms with brick yards located in the southern portion around Alexander's Island and what is now Crystal City. In addition, a race track was located on Alexander's Island (Foster 1984:22; see also discussion of "Old Race Course," above).

A brief discussion of Strum's 1900 map of Alexandria (Stephenson 1981:114, Plate 100, see also Appendix A: Plate XIII) can close the overview of the nineteenth century and gently merge into the twentieth. While Strum's depiction of the community of "Ivanwold," located immediately upriver of Spout Run and engulfing Fort Smith and environs, is fanciful (it never came to fruition), his map clearly shows the extensive quarrying activities that consumed the riverfront from Spout Run to Chain Bridge. Quarry-spawned Little Italy would have almost certainly been an active community by this time. A road can be seen paralleling the Potomac on either side of Spout Run, starting around N. Oak Street just upriver from Rosslyn. This shadowly community, evidently known as "Sandy Beach" (personal communication, Bernard Pearson, 1989), was demolished when the GWMP was constructed.

CHAPTER SEVEN

TWENTIETH CENTURY

With the dawn of the twentieth century the configuration of the study area and vicinity became increasingly what they would be when construction started on the George Washington Memorial Parkway between Theodore Roosevelt Memorial Bridge and Spout Run just after World War II.

The twentieth century is an exciting time, living within the memory of elder Arlingtonians. Events, activities, and buildings seen on maps, reflected in the written record, fleetingly captured in photographs, are beyond the experience and memory of the post-war baby boom generation, but within the experience of these older residents. Even for some of them, however, as the twenty-first century looms on the horizon, various aspects of early twentieth century Arlington are little more than familiar names and vaguely recalled events.

In 1900 the "Gay Nineties" yielded to a new century, making way for the age of the hamburger and coke, World War I and the "Roaring Twenties;" the Great Depression and CCC camps, income tax and World War II; suburbanization and the "Levittownization" of America, exurbia, and the demise and return of the porch; fast food, super highways, rock and roll, hippies, Vietnam, yuppies, New Wave and New Age, revitalization and equal rights.

Several activities are of special importance and interest. These span the river frontage of present-day Arlington; several being particularly relevant to the future George Washington Memorial Parkway. They will be briefly discussed individually as they appeared on an increasing number of more and more detailed maps; maps showing continuity and change, maintenance and growth.

Among these activities was the establishment of the quarry worker community known as "Little Italy," located along the upper reaches of the Potomac River in Arlington County (see Appendix A: Plates XX and XXII). While as noted above, it may have been initially settled in the late nineteenth century, it reached its maturation and completed its lifespan in the early twentieth century. According to Templeman (1959:42), its residents referred to it as "Talley- town." The area below Donaldson Run bears considerable evidence of this community--from several apparent house site foundations to an assorted array of quarry-related structures and machinery (Little Italy is discussed further below).

According to Scott Silsby (personal communication, 1988), the gravel companies that owned the quarries stretching along the Potomac shores from around Spout Run to Chain Bridge would rent plots of riverfront lands to fisherman. The rental fee would entitle the user to exclusive fishing rights along a specified portion of the shoreline. Each station was called a "Fishing Stand." Each was numbered. While it is uncertain if the stands included shacks, various twentieth century maps show evenly spaced structures all along the river front. These may have had something to do with the fishing stands, but it is more likely that they housed dynamite used in quarrying activities.

Although Silsby postulates that these rentals dated to the turn of the twentieth century, perhaps earlier, it will be remembered that Philip Ludwell Lee sold seven fishing stands in 1789 (Montague 1970:34). The gravel companies may have been continuing a practice established in the colonial period.

One of the most noteworthy evidents in the history of early twentieth century Arlington was the campaign to rid the county (still called Alexandria County) of several pockets of vice. Two of these vice-plagued areas, both troublesome since the end of the Civil War, bordered Arlington's riverfront: Jackson City, near the present-day Pentagon, and Rosslyn. They were the focus of a concerted, and successful, cleanup campaign by then-Commonwealth Attorney Crandall Mackey. Shortly after his election, Mackey led posses and sacked a number of gambling houses, instilling a new control over the area (Netherton and Netherton 1987; see also Arlington Courier 1988).

At the same time a sprawling settlement of frame houses extended along a single, unpaved road that clung close to the Potomac River shore, starting just upriver of Rosslyn and continuing beyond Spout Run. The road is clearly evident in Strum's 1900 map of Alexandria County (see Appendix A: Plate XIII); the presence of the houses is attested by a variety of more recent maps and aerial photographs (see Appendix A: Plates XIV, XIX, XXIII, and XXIV).

According to Scott Silsby (personal communication, 1988), local lore attests that this was a settlement of Washington, D.C. "taxicab drivers." If this was in fact the case, it would most likely represent the establishment of an informal, word of mouth, loosely-knit community with the only evident common factor being nature of employment. Most likely there would have been something deeper going on, perhaps a network revolving around a mixture of social status, ethnic identity and occupation. It would also be more than likely that the cab driver aspect was exaggerated, they being the most visible occupants.

On April 5, 1989, Staff archeologist Paul B. Cissna and Park Ranger/Historian James Putman conducted an oral history interview with Arlington County residents Mr. and Mrs. Bernard Fearson. The Fearsons have lived in their present house since World War II and had celebrated their 55th wedding anniversary shortly before the interview. Mr. Fearson, a retired asbestos worker, served as a volunteer fireman at the Clarendon substation in Arlington starting in 1934. The Fearsons have clear memories of post World War I Arlington and provided numerous details and insights into myriad issues.

As noted above at the close of the discussion of the nineteenth century, the Fearsons say the settlement that stretched from Rosslyn to Spout Run was known as "Sandy Beach." Mr. Fearson remembers that the road was unpaved and lined with a series of small frame houses. His first thought was that they were summer homes for people from Washington. On second thought, he recalled that at least some people lived there year round. Although most of the residents were white, some were black. Mr. Fearson estimates that there were a total of about 50 houses, about twice as many houses as appeared on Sanborn's 1936 map (see Appendix A: Plate XIX).

Mr. Fearson's further notation that these houses were old, combined with the known presence of the road by 1900, supports the contention that at least some of them were built in the late nineteenth century.

Regardless of the actual nature of the settlement and whether or not common sociocultural fabrics truly created a community, this forgotten segment of Arlington's history was in the path of the future Parkway. While many of the structures were undoubtedly bulldozed for road cutting, it is almost certain that the foundations of others lie, quietly preserved, beneath several feet of fill dirt, a segment of the past inadvertently preserved for the future.

In August 1907, the Columbia Granite and Dredging Corporation made two major purchases, acquiring the former holdings of the Potomac Stone Company and the Columbia Stone Quarries (Land Records, Arlington County, 1907a: Liber 117, Folio 56-58, and 1907b: Liber 117, Folio 55-56).

The following year, a newspaper article stated that the area of Abingdon (location of National Airport) was in the "heart of a brick-burning and brick yard district" (Bromberg, Crowell, and Barr 1988:23). This was a clear continuity of activities first noted in the late nineteenth century (Hopkins 1879). It further reflects both the nature of the occupation of the greater vicinity of the study area and suggests the type of archeological sites that the area may still harbor, at least for the more recent eras.

By 1910, there were 10,200 people living in Arlington (Montague 1968:13). This was a significant increase over the 1900 figures and most likely could be correlated with the growing success of the electric trolley that, according to Netherton and Netherton (1987:99), saw its heyday between 1900 and 1920. It certainly reflects the growth of suburbia.

In 1920, the population of Alexandria County had increased to 16,000 people (Montague 1968:13) and the name Alexandria County was officially changed to Arlington (Arlington County 1967:1, Montague 1968:15). Perhaps the most momentous single event taking place in that year, this name change reflected the importance of the name Arlington to the area--manifested in the aforementioned Arlington Experimental Farm as well as plans for the construction of the Arlington Memorial Bridge and the nineteenth century establishment of Arlington National Cemetery where--in 1920--the Tomb of the Unknown Soldier was dedicated (Montague 1968:15).

In the early twentieth century, swimming and entertainment could be found at Arlington Amusement Beach, located along the Potomac River shores immediately upriver of the Fourteenth Street Bridge going towards Rosslyn (Netherton and Netherton 1987:140, see also Appendix A: Plate XV). An advertisement reproduced in the Netherton's book states "100 Clean Amusements" were available. As Plate 15 illustrates, these amusements included a roller coaster and a merry-go-round. Mrs. Bernard Fearson reminisced that the beach was noted for having the "best hot dogs within fifty-five counties" (personal communication, 1989). According to the Nethertons (1987:140) "most waterfront recreation at this location" ended with the construction of the GWMP in the 1930s.

Key Bridge (see Appendix A: Plate XIV) was built in 1923 (Netherton and Netherton 1987:137) next to the soon to be dismounted Aqueduct Bridge. Three years later, in 1926, Hoover Airport opened on land that is now at least partly covered by the Pentagon (Netherton and Netherton 1987:139; see also Appendix A: Plates XV and, especially, XVI and XVII).

Abingdon was destroyed by fire on March 5, 1930 (Bromberg, Crowell, and Barr 1988:16). The population of Arlington County had increased to 26,600 people (Montague 1968:15).

Analostan Island was purchased by the Roosevelt Memorial Association in 1931. In the following year, 1932, the Arlington Memorial Bridge was constructed (Netherton and Netherton 1987:138) and Analostan Island was given to the Government "to be used as a wilderness preserve" in memory of Theodore Roosevelt (Netherton 1980:1)--and its name was officially changed to Theodore Roosevelt Island (Netherton 1980:79).

"Despite...neglect and fire, John Mason's house's walls and several smaller buildings' walls survived until 1935" when "work was started to convert... (TRI)...into a nature preserve" (Curry 1973:18). This work would culminate with the ruins of the house being "eradicated and all other signs of human habitation, including vegetation not native to the area" removed (Curry 1973:18).

Another record breaking flood visited the area in March 1936, destroying bridges, roads, and buildings. At Little Falls, the Potomac was twelve inches higher than it was during the flood of 1889; at Georgetown, it was seven inches higher than in 1889 (Unrau 1976). The configuration of the study area and vicinity at this time can be seen in the compilation of Sanborn's Insurance Maps of Arlington County (see Appendix A: Plates XVI-XXII; additional information could be gleaned from a study of the Sanborn Insurance Maps for 1912 and 1921).

Clearly, this flood would have had some impact, perhaps devastating, on the lower lying structures. This may have been especially relevant to the dwelling that appears on Sanborn's map on the upriver side of Spout Run at its confluence with the Potomac River (see Appendix A: Plates XX and XXII).

In 1940, Arlington's population had increased to 57,000 people, more than double the 1930 census figures. In that same year, the Arlington Experimental Farm closed (Montague 1968:15).

National Airport opened in 1941 (Netherton and Netherton 1987:139; Walker, Bromberg, Barr, and Crowell 1989:27).

A 1942 topographic and property survey conducted by the National Park Service in Rosslyn (National Capital Park and Planning Commission 1942a) shows ten structures in the area within what was destined to become the continuation of the George Washington Memorial Parkway. Four were on property owned by Crandall Mackey, five on the Edward Lloyd, Jr. property, and one on an adjacent property (owner not listed). A note on both the Mackey and Lloyd properties says "all buildings are one story frame." Although this particular map shows no access road, an analysis of other maps discussed above proves this to be an oversight, albeit perhaps intentional. The buildings were of various sizes

and shapes; several, probably most, were almost certainly houses. The largest structure measured approximately 25 by 30 feet, the smallest about 10 by 15 feet.

This clearly depicts the layout of a portion of the area (discussed above) that Bernard Fearson (personal communication 1989) calls "Sandy Beach." The full extent of this settlement can be seen in Sanborn's 1936 maps (see Appendix A: Plate XIX).

A second National Park Service map (National Capital Park and Planning Commission 1942b), also prepared in 1942, reveals that, by that date, the Federal Government already owned the river front property from just upriver of Rosslyn to a point about 650 feet upriver from the Spout Run/Potomac River juncture. However, from that point, and continuing to Spring Branch, the river front property was still owned by the Columbia Granite and Dredging Company. From Spring Branch, and continuing upriver for at least 2,000 feet, Potomac frontage property was evidently still owned by the Potomac Stone Company. This included the collection of structures believed to have been part of "Little Italy" (see above). A cluster of six structures (seven on the earlier Sanborn map--see Appendix A: Plates XX and XXII) was located approximately 625 feet upriver from where Spring Branch feeds into the Potomac. A rough measurement suggests these buildings were about 20 by 30 feet. They formed a basically circular complex extending some 140 feet relative North/South by about 200 feet relative East/West (along the river).

When he was a child, Scott Silsby (personal communication, 1988) personally knew some of the last residents of Little Italy. He recalls that they didn't have a road leading to (at least some of) their houses. Rather, they would haul supplies up and down the steep slopes using cables. Some of these cables are still extant, lying abandoned amidst the foliage of an area returned to nature. As noted earlier in this report, the foundational remains of a number of structures are clearly visible, especially when the area is winter bare. Some appear to have been dwellings affiliated with Little Italy.

The Netherton's (1987:179) note that "about" twenty-four Italian and Sicilian quarrymen lived at Little Italy until the Park Service purchased the land. Their book includes a photograph taken of 1955 of the last three Italians, all Sicilians, to leave.

An aerial photograph taken in 1943 (National Archives, Record Group 323, DIA Canister 5A-687; see Appendix A: Plate XXIII) depicts the study area and vicinity during World War II. A temporary bridge can be seen connecting Roosevelt (Analostan) Island to Georgetown; a trace of the unpaved road running from circa North Oak Street to Spout Run can be discerned; and, Rosslyn and Key Bridge appear, frozen in time.

The most detailed portrayal of the Rosslyn to Spout Run settlement, "Sandy Beach," appears on the eve of their destruction--in the 1947 National Park Service construction plans for that portion of the GWMP stretching from Theodore Roosevelt Island to Spout Run (see Appendix A: Plate XXIV).

After the completion of this section of the George Washington Memorial Parkway, the study area maintained its present configuration with little change up to the present day. However, the greater vicinity of the study area, Rosslyn and Crystal City being the most readily evident examples, was just beginning to develop.

Arlington witnessed a very real population boom in the 1940s, with the number of inhabitants more than doubling to 135,000 by 1950. This growth moderated in the 1950s, reaching 163,000 by 1960 (Montague 1968:15). The World Almanac shows a somewhat modest increase to 174,284 by 1970 and a substantial decrease to 152,599 in 1980 (Lane 1986:294). What this most recent decrease does not reflect is the definite increase in the use of areal roads, highways, and parkways--including the George Washington Memorial Parkway.

The Theodore Roosevelt Memorial Bridge was completed in 1965 (Netherton and Netherton 1987:189).

In 1979, the causeway connecting TRI to the Virginia shore, extant since circa 1810 (if not before), save for "occasional washouts," was removed to allow the Little River to flow free. The new pedestrian bridge was completed in the same year (Netherton 1980:93).

Conclusions

The history of the study area reveals a plethora of human activities, both as transients and occupants, throughout the course of prehistory and recorded history. While actual occupation ceased with the establishment of the GWMP, the area is anything but devoid of human activity today. As presently administered by the National Park Service, the GWMP serves as one of the Washington metropolitan area's prime commuter corridors. Yet it also serves as a popular recreation area, with tourists and residents alike taking advantage of the tranquility of Roosevelt Island while bicyclists, joggers, and strollers take advantage of well-maintained paved walkways. Picnickers lounge in the summer sun and sun bathers are not rare. The GWMP as a hub of activity is especially evident each year when thousands flock to the grassed stretches to be part of Washington's annual July 4th celebrations.

Undoubtedly, the diverse number of people who traverse the GWMP as pedestrians could benefit from a series of interpretive plaques commemorating some of the historic events, reflections of everyday life, growth and change, that occurred within the confines of the parkway or immediately adjacent areas. Joggers would undoubtedly hesitate at one time or another to read signs highlighting this plethora of use, from Indian villages to public ferries and Civil War forts, from "new towns" to amusement parks and beaches. In their memories eye they could momentarily glimpse a receding past filled with Indian village life, colonial expansion, and nation building.

CHAPTER EIGHT

RECOMMENDATIONS

Recommendations can be broken down into three categories: those pertaining to the known archeological/cultural resources of the GWMP; those pertaining to the proposed roadway construction; and, those pertaining to future landscaping activities. For the sake of convenience, trail development will be included with landscaping. Each category will be discussed in turn.

Archeological Sites/Cultural Resources

- 1) **Mortared Brick Footing on Concrete Slab.** This is accompanied by a number of concrete slabs and can be seen lying along the Virginia shoreline immediately across from the northern end of Roosevelt Island. While its original provenience is uncertain, it may be a footing from an earlier structure associated with the former causeway connecting the island to the mainland of Virginia. While, this feature is not endangered by the existing plans, if for any reason it has to be removed in the future, it is recommended that focused research be undertaken prior to removal. This should be accompanied by photographs, mapping, drawing, and measuring. An architect or a historian could most likely complete the needed documentation, i.e., depending on the nature of the proposed actions, archeological investigations may not be necessary.
- 2) **Railroad Bed/Alexandria Canal.** This feature is located within the bounds of George Washington Memorial Parkway holdings immediately across from the Roosevelt Island parking area and behind (downriver of) the extant National Park Service maintenance yard. Construction activities were ongoing on the adjacent non-Park Service land at the time of the field reconnaissance. A fence had been installed and there was no evidence of impact or danger to the feature. This is a railroad bed, almost certainly constructed in the late 1800s. Map analysis and the general configuration suggest that the railroad was built on the remnants of the Alexandria Canal. This feature stretches for approximately 500 feet (this is a visual estimate). It is recommended that it be protected. Although additional research would be necessary to verify, every indication is that the site has enough merit to warrant consideration for National Register designation due to its potential importance to Arlington County. It shouldn't be endangered by Parkway modifications as the plans presently stand. However, at the time of the survey, the exact alignment of the new off-ramp was still undetermined. Recommendations concerning installation appear below. This feature should be considered a prime candidate for park interpretation.
- 3) **Aqueduct Bridge Abutments.** Located immediately upriver of the Key Bridge, these abutments are all that visually remain of the historic Aqueduct Bridge. It is recommended that the National Park Service intervene in favor of preservation to ensure that they are not impacted by dredging activities or any other potential developmental process. These abutments are prime candidates for historical interpretation.

4) **Two Concrete Footings.** These four-sided features are located approximately 1,400 feet upriver from Key Bridge. They are estimated to rise about six feet out of the water and are situated about eight feet from the shoreline. While their past use is uncertain, they are in no danger from the parkway enhancement plans. It is possible that they were associated with a former marina that was in the area in the early twentieth century. It is recommended that they be maintained in place. If for any reason removal is necessary, it should ideally be preceded by focused research on the marina, coupled with a field study of the footings--mapping, photography, drawings, measurements. Depending on the nature of the development activities that may be associated with removal, an archeological investigation may or may not be warranted; an architect or a historian could compile the necessary documentation.

5) **Quarry Site.** This is located some 700 feet upriver from the concrete footings, i.e. approximately 2,100 feet from the Key Bridge. Based on a visual inspection, the quarry site appears to be some 150 to 200 feet long (paralleling the outbound lane of the GWMP). It extends inland for approximately 100 to 150 feet and now sits dormant, a surprisingly isolated natural area with a haunting almost fairy tale quality. On the day of the initial field visit (25 April 1988) three turkey buzzards stood lookout in forgotten trees, invisible to the Parkway traffic. Although this area is virtually inaccessible to the public, it is well-suited for interpretation and it should be preserved as it is. Based on the existing plans, this site should not be endangered by the proposed Parkway modifications.

6) **Fieldstone Wall.** This feature is located immediately adjacent to and upriver of the quarry going towards Spout Run. This is an unmortared section of wall made from local quarry stone. It is estimated to stand about one and a half to two feet tall (as exposed), and extend for about eight to ten feet (as exposed). Potential impact is addressed below ("Widening," item "le").

7) **Mason "Mill Race".** This feature is located on the upriver side of the Spout Run Parkway. It continues for several hundred feet and is entirely on Park Service administered lands--either directly or under easement. The feature extends from near the former Doubleday Bridge (over Spout Run) to just before a natural hill overlooking the inbound GWMP. In reality this feature was almost certainly a road that led to the elusive Mason's Mill (see below). Physical evidence indicates modification by Union forces during the Civil War, altering the former road into a rifle trench overlooking Spout Run. This site should be thoroughly mapped and measured by the National Park Service, preserved and interpreted. While its most visible components are not in immediate danger from current Spout Run Bridge construction, its proximity to the construction zone and the possibility of determining its further extent warranted specific recommendations that were presented in an earlier partial draft of this report (submitted to the Regional Archeologist, May 1989). The recommendations called for confining the impact zone as much as possible, marking the boundaries with a temporary fence, archeological monitoring of the project, and the conduction of studies by soil scientists to determine whether the apparent road terminated at its present location or circled the natural rise. With the exception of the last item, all the recommendations were implemented.

8) **Mason's "Mill".** The evidence reviewed in the body of this report indicates that John Mason constructed a mill along the upriver side of Spout Run near the Potomac River junction either in the very late 18th or, more likely, the early 19th century. The mill fell into disuse after Mason went bankrupt in the 1830s. Nevertheless, evidence of an actual structure at this location is scant until just prior to the installation of the Parkway--at that time a frame structure, assumedly a dwelling, appears on the Sanborn map (of 1936). Local residents (personal communication, Bruce McCoy 1988) remember structural remains but no standing structure. These remains were compromised when the Parkway was constructed. It is likely that the associated archeological site was also heavily impacted if not virtually destroyed by the installation of the parkway and/or the realignment of Spout Run. However, the former existence of the mill warrants historical interpretation. Any construction (highway, trails, etc.) in this immediate vicinity that is not confined to areas of documented fill or extensive cut should be closely monitored. If cultural remains are encountered, construction activities should cease while an archeologist determines the integrity of the site. Based on his findings, a recommendation should be made for salvage, avoidance, or no action.

9) **Civil War rifle trench.** A Civil War rifle trench associated with Fort Strong is located on the downriver side of the Spout Run Parkway immediately adjacent to the Gray Property (discussed earlier in this report). This feature is largely, if not entirely, situated on NPS lands. It is in no danger from proposed road modifications. The developer of the Gray Property made an agreement with Arlington County to avoid impact to any portion of the site that may be under his ownership. This feature is prime for interpretation and, as previously noted, should be added as an addendum to the existing National Register nomination for the Fort Circle Parks.

10) **Little Italy.** This former quarry worker community is far beyond the zone scheduled for road modification. Nevertheless, when the resources are available, it should be thoroughly investigated by the National Park Service; mapped, measured, drawn, photographed, and interpreted. These activities would not necessarily require archeological testing. While it is recommended that an archeological field survey be conducted well in advance of any future developments, the foundations, boilers, and other features should be preserved in situ if possible.

11) **Chain Bridge.** The area immediately around Chain Bridge has a rich history. It also has ample visible archeological remains, albeit evidently confined to the twentieth century. Despite the relatively recent nature of the remains, the possibility of earlier manifestations should not be ruled out. This is in line with the archeological report prepared by Cheek, Friedlander, and Warnock (1983) and is especially true for the area not subjected to their Phase I reconnaissance. It is therefore recommended that, when the resources are available, or if the area is slated for construction activities, the National Park Service initiate a focused study for interpretative and preservation purposes. If the visible structural remains and features cannot be preserved in place, they should, at the very least, be mapped, measured, drawn, and photographed.

Proposed Parkway Construction

1) **Widening.** As is clearly evidenced by Appendix B, the installation of the existing Parkway in 1947 was accompanied by considerable cut/fill impact to the natural setting--there are few areas where the Parkway was built at grade, the longest stretch being of about fifteen feet. Basically, installation at grade is limited to a few short sections going from cut to fill or vice versa. For the west (outbound) lane, fill ranges from one to 16 feet in depth, cut from .5 foot to almost 14 feet. For the westbound Spout Run connection, fill ranges from .5 foot to almost 21 feet, cut from two to 25 feet. For the east (inbound) lane of the GWMP fill ranges from one to 29 feet, cut 2.6 to 24.9 feet. For the eastbound Spout Run connection fill ranges from approximately one foot to almost 19 feet, cut from two to 30 feet. It must be emphasized that the lower limits of cut/fill are not that common. In essence, the nature of the cut/fill negated undertaking productive archeological field work (in the form of shovel test pits). Obviously any archeological sites in the path of extensive cutting were heavily compromised, if not entirely destroyed. Conversely, those in areas of deep fill may be preserved virtually intact.

- a) The entire construction zone should be fenced off to ensure that impact is clearly confined to a designated area as close to the existing Parkway as possible.
- b) To the extent possible, construction activities should proceed from the existing paved surface. This will ensure minimal impact to potential inaccessible archeological sites.
- c) An archeologist should monitor pertinent parts of the construction process (such as initial stripping of the surface and grading in areas of minimal cut/fill) to record and salvage any and all archeological resources that may be exposed and impacted in the process of construction.
- d) In order to meet recommendation "c" (above), the highway construction team should be asked to install a series of clear markers along the length of the construction corridor marking the start and end point of every stretch of existing fill (two feet or less in depth), grade, and cut (one foot or less) that will be impacted by new construction. This will facilitate archeological monitoring and provide the opportunity, if deemed necessary, to open test excavations in advance of construction.
- e) Construction should be careful to avoid impact to the **fieldstone wall** that appears to be associated with the **Quarry Site** (both discussed above). Although this wall should be safe from impact, if it is to be compromised it should be mapped, measured, drawn, photographed and subjected to archeological field testing. The latter activity would determine if additional evidence, in the form of buried structural remains, features, and/or artifacts could provide additional information elucidating the temporal affiliation and purpose of the wall.

2) **Route 50 Connection.** The area of the proposed Route 50 connection was not investigated in the field due to the yet to be determined location of this stretch of roadway. It is recommended that once the location is firmly established the area be marked off with surveyor flagging and subjected to a

series of soil scientist's borings to determine the depth of cut/fill. Based on their findings, an archeological survey (employing a series of one foot squared shovel test pits) may have to be implemented. Archeological remains, especially prehistoric and nineteenth century historic, may be impacted.

3) **Key Bridge Exit Ramp.** Like the potential location of the Route 50 connector, the exact provenience of this future exit ramp was not firm. Also like the Route 50 connector, once the location is firmly established the area should be flagged and subjected to survey by soil scientists to determine the extent of cut and fill. Based on their findings, an archeological survey may be warranted. This area is archeologically sensitive due to its proximity to Rosslyn, the immediate vicinity of several recorded prehistoric and historic occupations (especially in the late of the nineteenth century for the latter).

Fencing and monitoring can ensure that the **Railroad Bed/Alexandria Canal** is not impacted. The National Park Service has made the determination that the NPS maintenance building, scheduled for demolition as part of this project, is not historically or architecturally significant; builder, construction date, and purpose (for a maintenance building) are known (personal communication, Stephen Potter, April 1990).

4) **Reinforcement of Spout Run Channel.** While no evidence of John Mason's mill dams was found during this survey, remnants may be extant. In light of this, it is recommended that an archeologist either monitor the reinforcement activities or make a field visit to check areas flagged for reinforcement to ensure that any remnants of these dams that may still be extant are not endangered. If any are found, they should, if possible, be preserved in place, recorded and interpreted. If they have already been heavily impacted, which is highly likely, the archeologist should ensure that the nature of any remnants is properly recorded and, if possible, preserved.

5) **Spout Run Bridge Reconstruction.** A temporary, parallel bridge is being constructed to permit continued traffic flow during reconstruction. In December 1988 an archeological survey was conducted along the entire corridor of the proposed parallel bridge. While the findings have been summarized above, they can be briefly reiterated here: an isolated prehistoric projectile point (proximal portion) was located on the downriver side of the existing bridge. This find was obviously displaced from it's original location. The major focus of the survey (and location of test excavations) was a natural hill on the downriver side of the existing bridge. Although the location would be a prime suspect for prehistoric activity, no site was discovered. However, an isolated crystal quartz core was found. The isolated nature of the finds negates the need for additional prehistoric investigations.

As noted above (see Archeological Sites/Cultural Resources, item "7"), while the adjacent **Mason "Mill Race"** will not be directly impacted by the bridge work, several recommendations were presented in an earlier draft of this report. Most were adhered to. Bridge construction is well underway.

Landscaping Activities

1) General. Landscaping at or near any of the archeological/cultural resources listed above should proceed with considerable caution and only after obtaining specific clearance from the Regional Archeologist. Landscaping efforts should also consider the possibility of enhancing the interpretation of the resources.

To the extent possible, landscaping throughout the study area should rely on the use of fill. All activities should be carefully recorded and mapped (for the benefit of assisting archeological endeavors in the advent of future development, as well as for the historic record). When the use of fill is inappropriate or simply not possible, archeological clearance should be obtained for each and every specific location. This may entail limited archeological testing. If sites are found, the landscaping plans should be altered (if possible) to avoid impact. If impact cannot be avoided, archeological testing and excavation should be undertaken as necessary to ensure that the data is recorded and analyzed.

2) Rosslyn Circle. While all the evidence analyzed in preparation of this report indicates that the area of Rosslyn Circle was not subjected to any development prior to the twentieth century, this should be considered an especially sensitive area--because of the very lack of apparent development. The Rosslyn Circle has been in extremely close proximity to focused prehistoric (note occupation of Roosevelt Island and proximity of contact-era village) and historic activity (associated with the Mason family and Roosevelt Island, the Aqueduct Bridge and Civil War, as well as the growth of Rosslyn). It may well harbor remains from any of a variety of site types. In light of this, the recommendation to obtain archeological clearance in advance of landscaping should be reiterated.

3) Trails. A trail can negatively impact and/or expose an archeological site to the artifact collector's eye. At the same time it provides the opportunity to transect an area, test the validity of archeological models and, in the process, discover unrecorded sites. It follows that the construction or modification of trails within the limits of the George Washington Memorial Parkway should be coupled with archeological clearance and, where deemed necessary, testing.

4) Pedestrian bridge over Spout Run. The installation of a pedestrian bridge over Spout Run is also scheduled as part of the Parkway modification plans. This will relocate the existing Potomac River trail away from the shoulder of the Parkway. Unless there is documentation clearly showing prior impact that would negate the possibility of encountering archeological resources, it is recommended that once the actual location of this bridge is determined, the total impact zone be ribboned off in order to allow subsurface testing via the use of shovel test pits. It is further recommended that the positioning of the bridge be altered if archeological features and/or artifact concentrations are discovered. This is not unlikely. The area in question is in the immediate environs of the elusive Mason Mill and the dwelling noted on Sanborn's 1936 Insurance Maps (see Appendix A: Plate XXI).

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APPENDIX A

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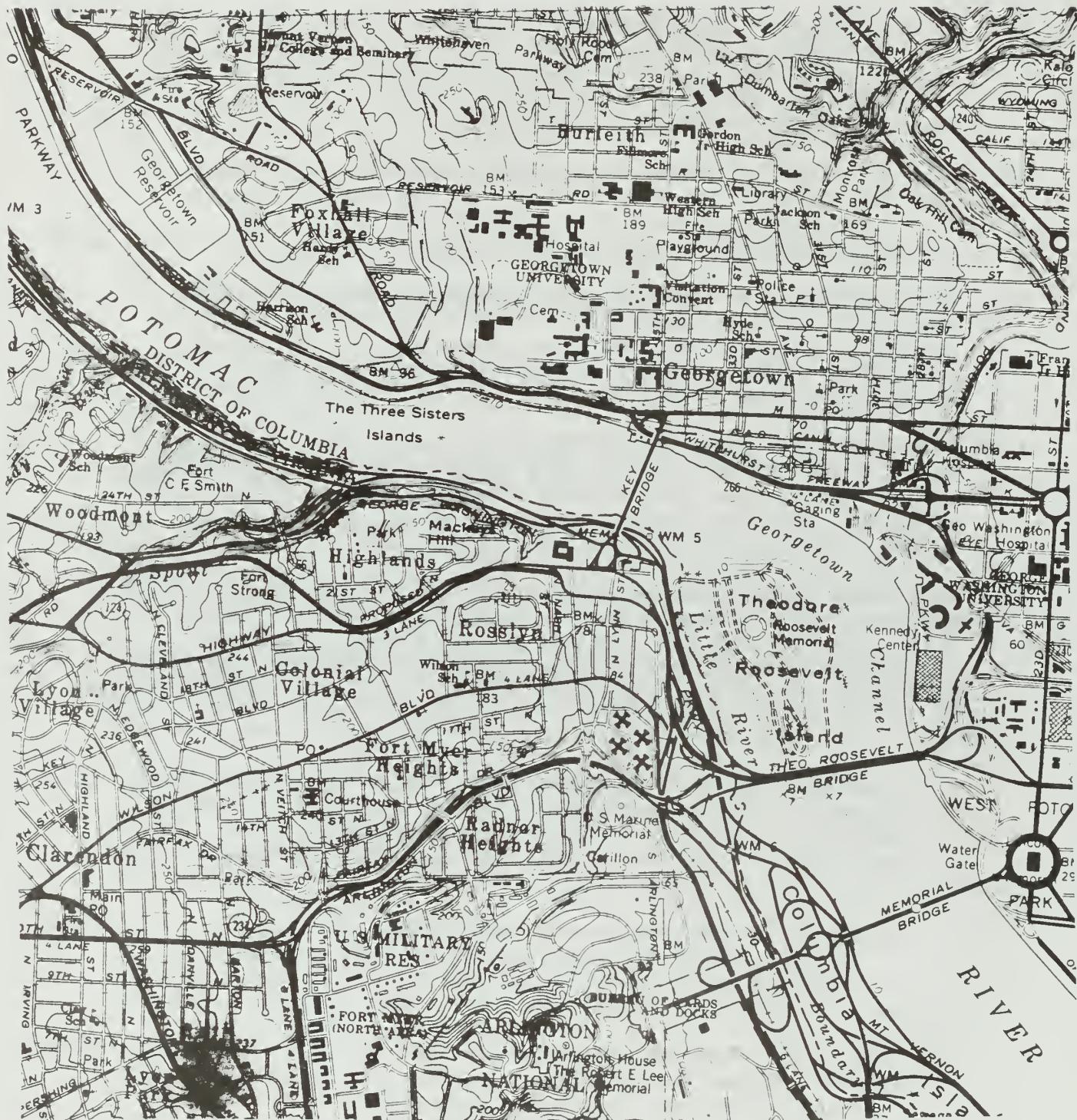


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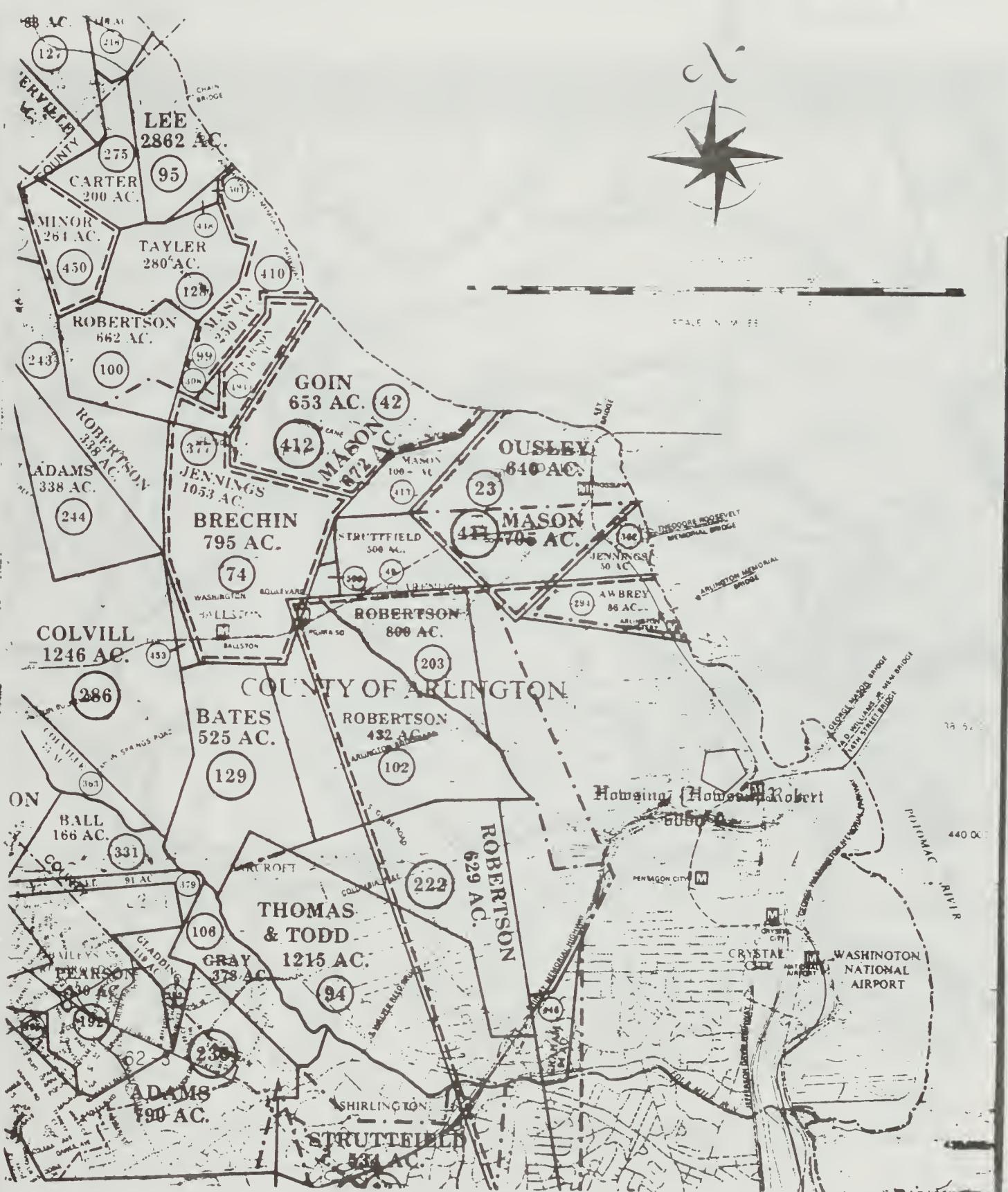
PLATE II: Closeup of study area showing tentative work under proposed "Alternative B." From GMP: Spout Run to TRI. Draft Environmental Impact Statement Summary (Department of Interior, National Park Service, 1985:6).

Alternative B

George Washington Memorial Parkway



PLATE III: Portion, Hondius map of 1629 (clone of John Smith map, 1612). Reproduced from Stephenson (1981:16, Plate 2). Shows Indian settlements in the greater MD/VA area at the dawn of English contact. Note the location of the Nacotchtanke village of Namoraughquend (center map at bend of the "Patawomeck" River).



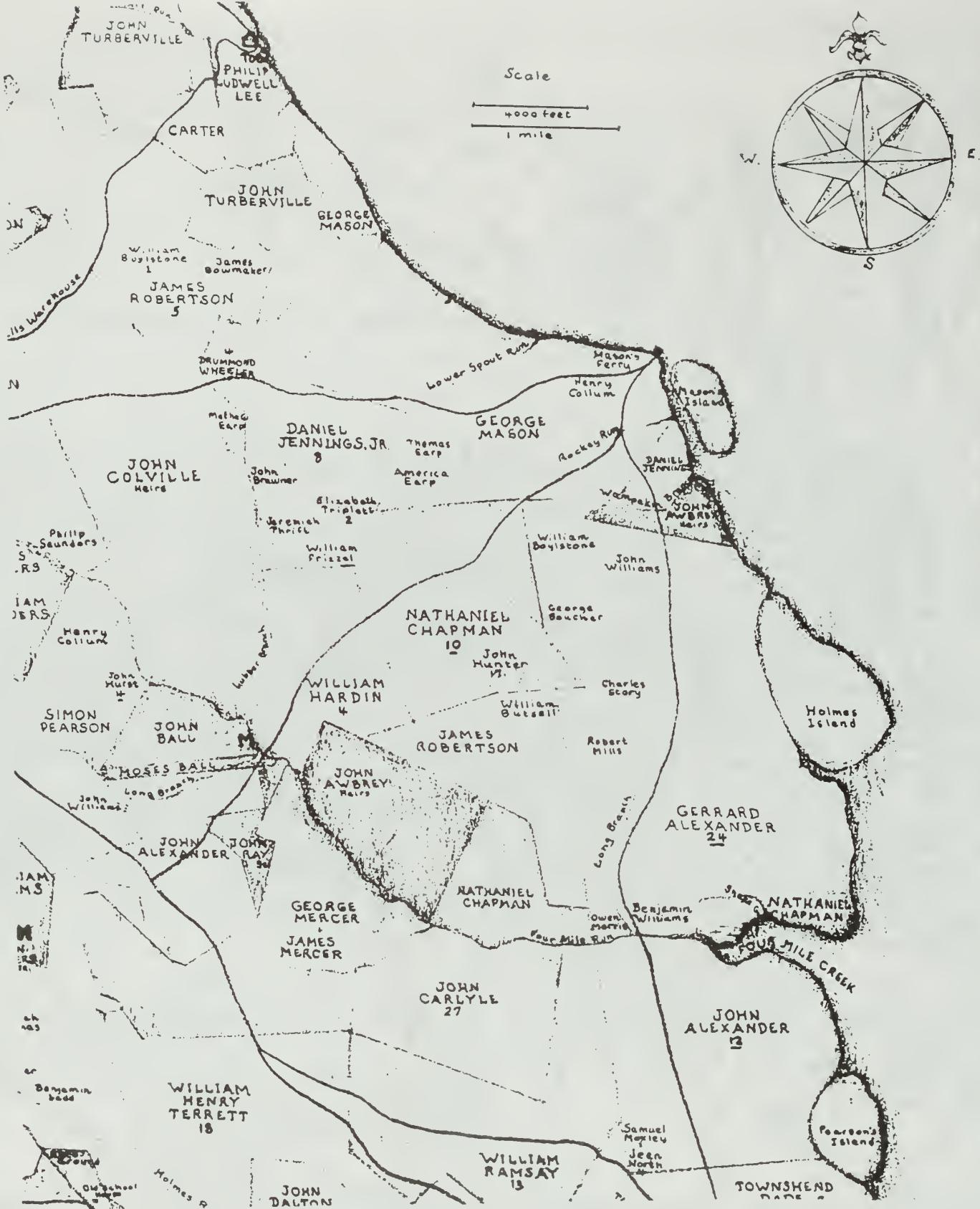


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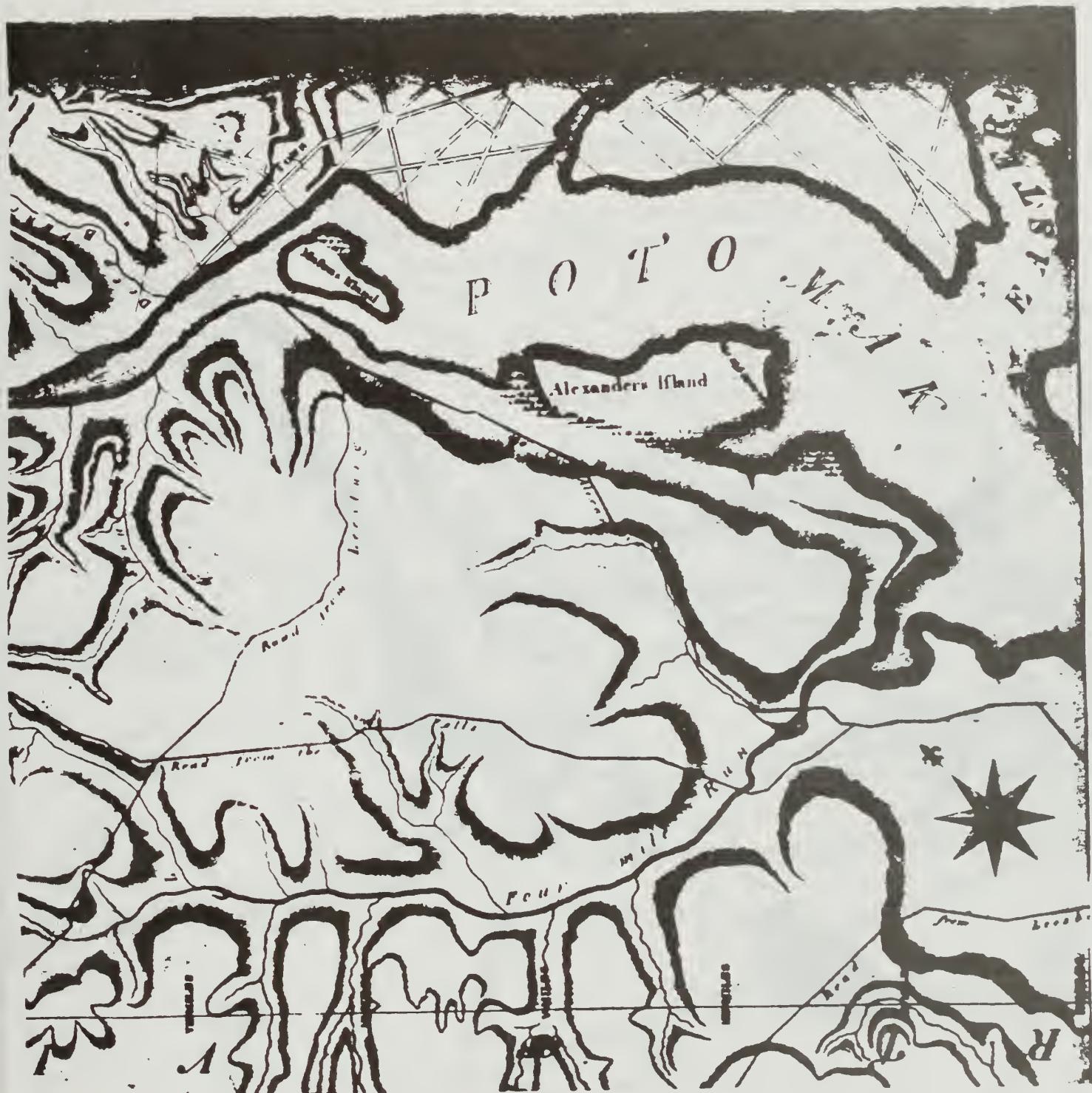


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CHART
OF THE
HEAD OF NAVIGATION
OF THE
POTOMAC RIVER
SHEWING THE ROUTE OF THE
ALEXANDRIA CANAL

MADE IN PURSUANCE OF A RESOLUTION OF THE
WASH. CANAL COMPANY, OCT. 1838.
Copied from the original of John Kearney, Major DeBull, C. S. E.
J. McFarland, M. E., Engr. for Eng. C.

SCALE OF ONE MILE

NOTE

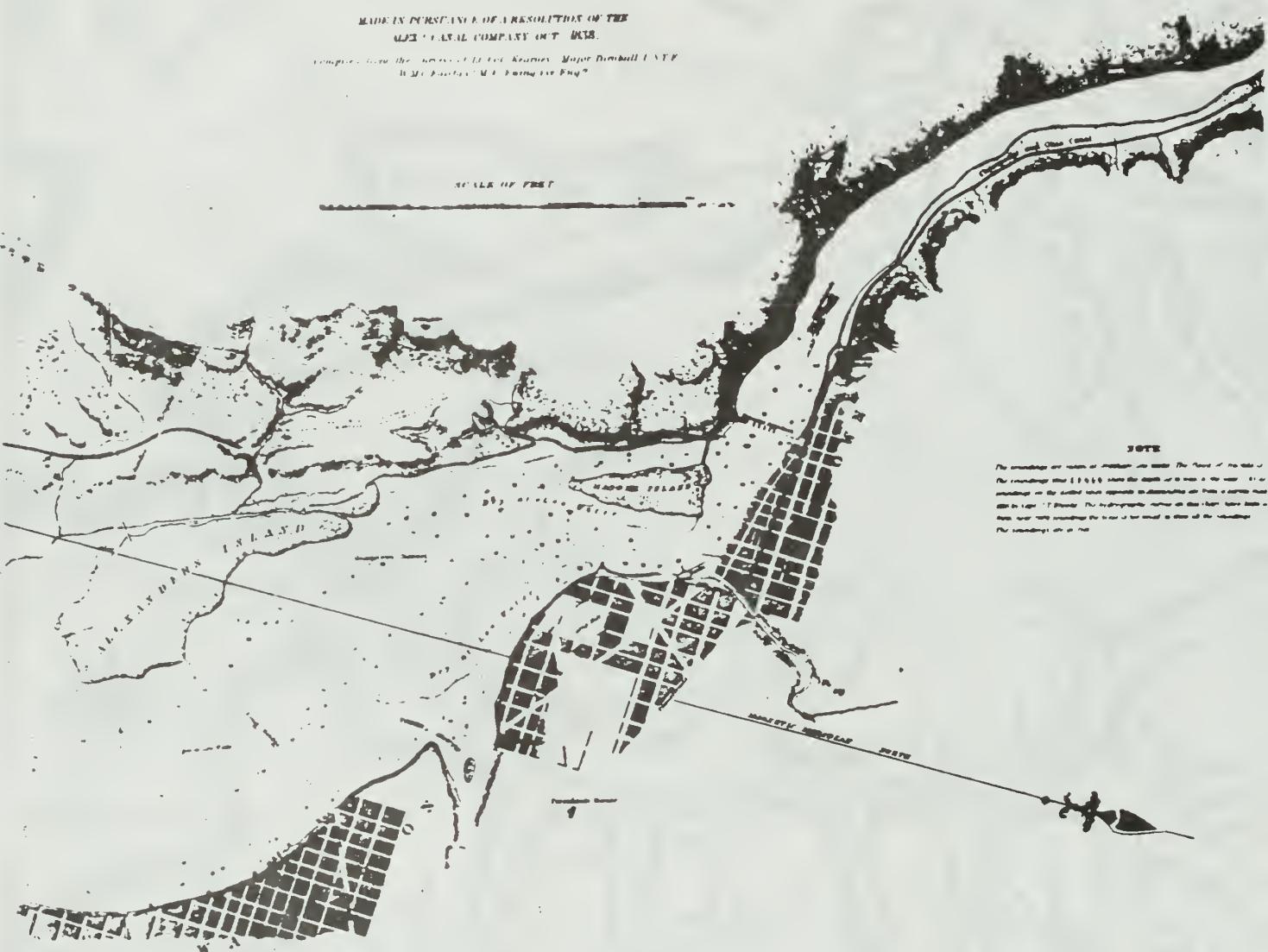


PLATE VII: Portion, Kearney *et al* map of 1841 showing the route of the Alexandria Canal and the proposed Aqueduct Bridge. From Stephenson (1981:44, Plate 30).



PLATE VIII: Portion, Corbett's Sketch of the Seat of War in Alexandria and Fairfax Counties, 1861. Shows Union activities at the dawn of the Civil War. Note roads, Aqueduct Bridge and Alexandria Canal, Jackson City, race track. From Stephenson (1981:54, Plate 40).

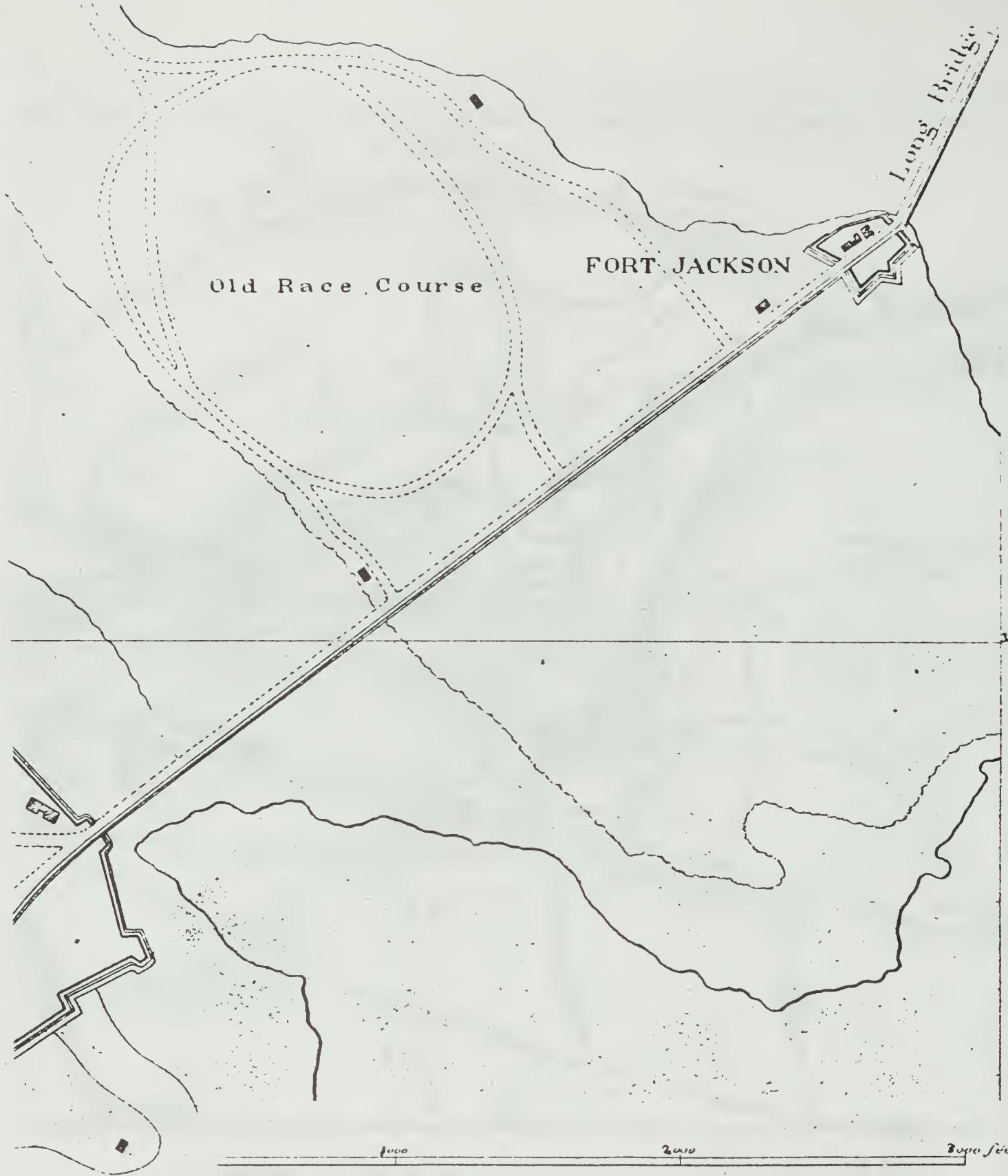


PLATE IX: Portion, Plate 5, J.G. Barnard's Defenses of Washington, 1865 (National Archives, Record Group No. 77, Drawer 171, Sheet 95). Showing Fort Jackson, Race Course, roads, structures, Long Bridge.

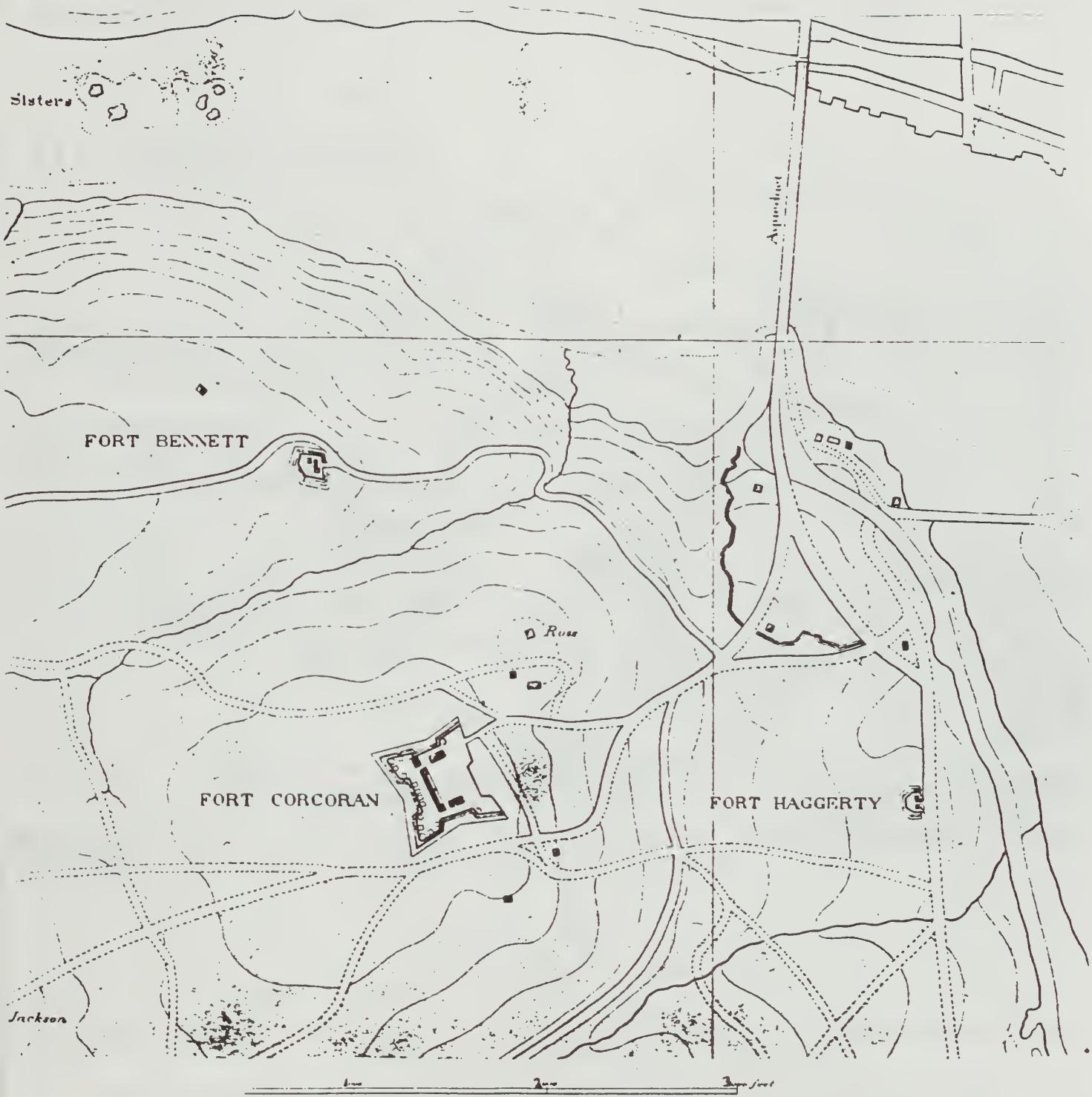


PLATE X: Portion, Plate 6, J.G. Barnard's Defenses of Washington, 1865 (National Archives, Record Group No. 77, Drawer 171, Sheet 96). Showing roads, structures, forts, Aqueduct Bridge, Alexandria Canal. Note Three Sisters and mouth of Spout Run, upper left.

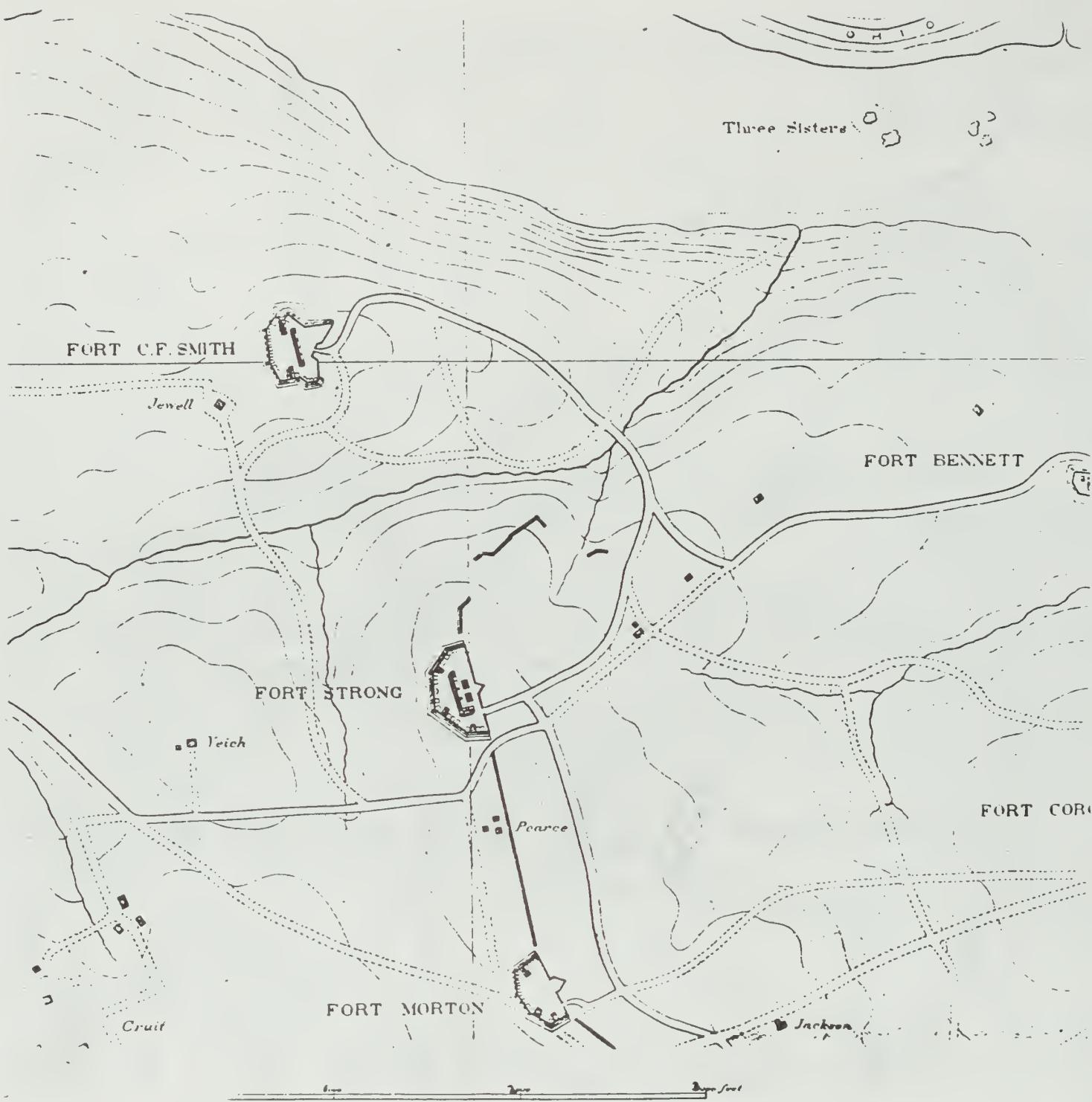


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ALEXANDRIA COUNTY.

VA.

Scale 2 inches to the Mile

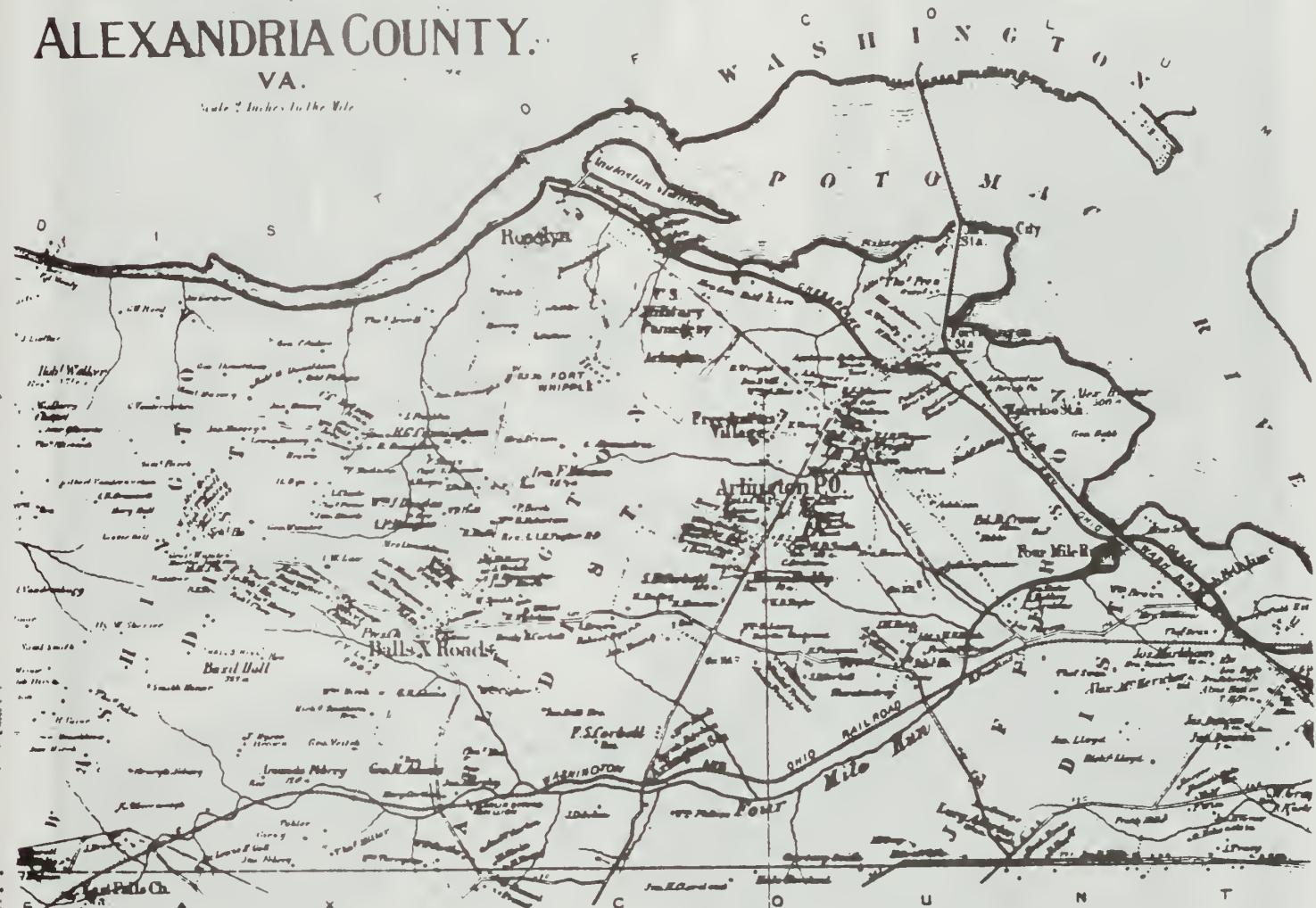


PLATE XIII: Portion, G.M. Hopkins *Atlas of Fifteen Miles Around Washington...* (1879). Showing roads, Alexandria Canal, houses and residents (or owners), Aqueduct Bridge, causeway to Analostan (Roosevelt) Island. Reproduced from Stephenson (1981:88, Plate 74).

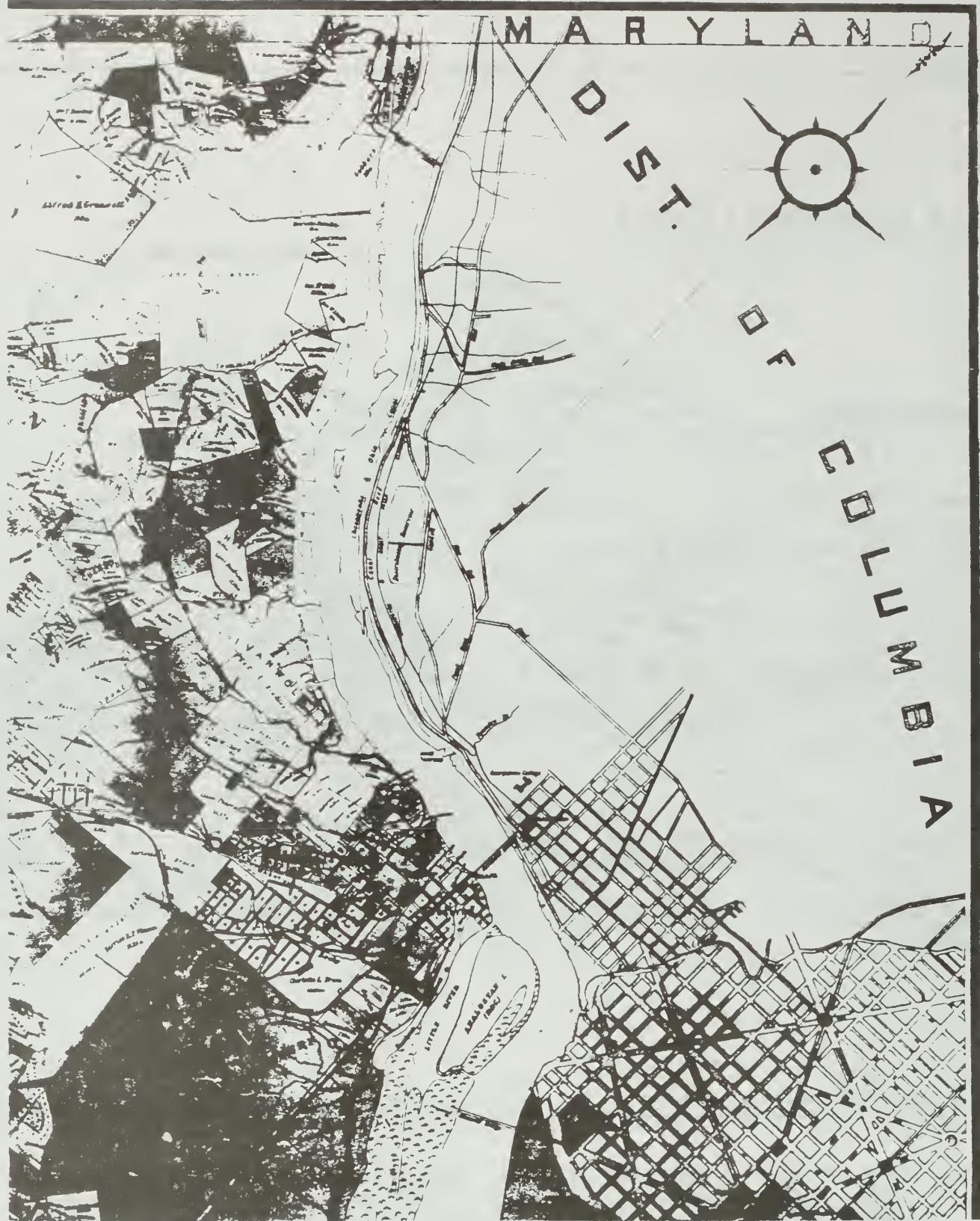


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PLATE XIV: 1927 aerial photograph showing DC/VA shores including portion of TRI, Rosslyn and riverside activities, Key and Aqueduct bridges, unpaved road along river by Spout Run (National Archives, Record Group 328, D.C. Box 108-214, photo 129).

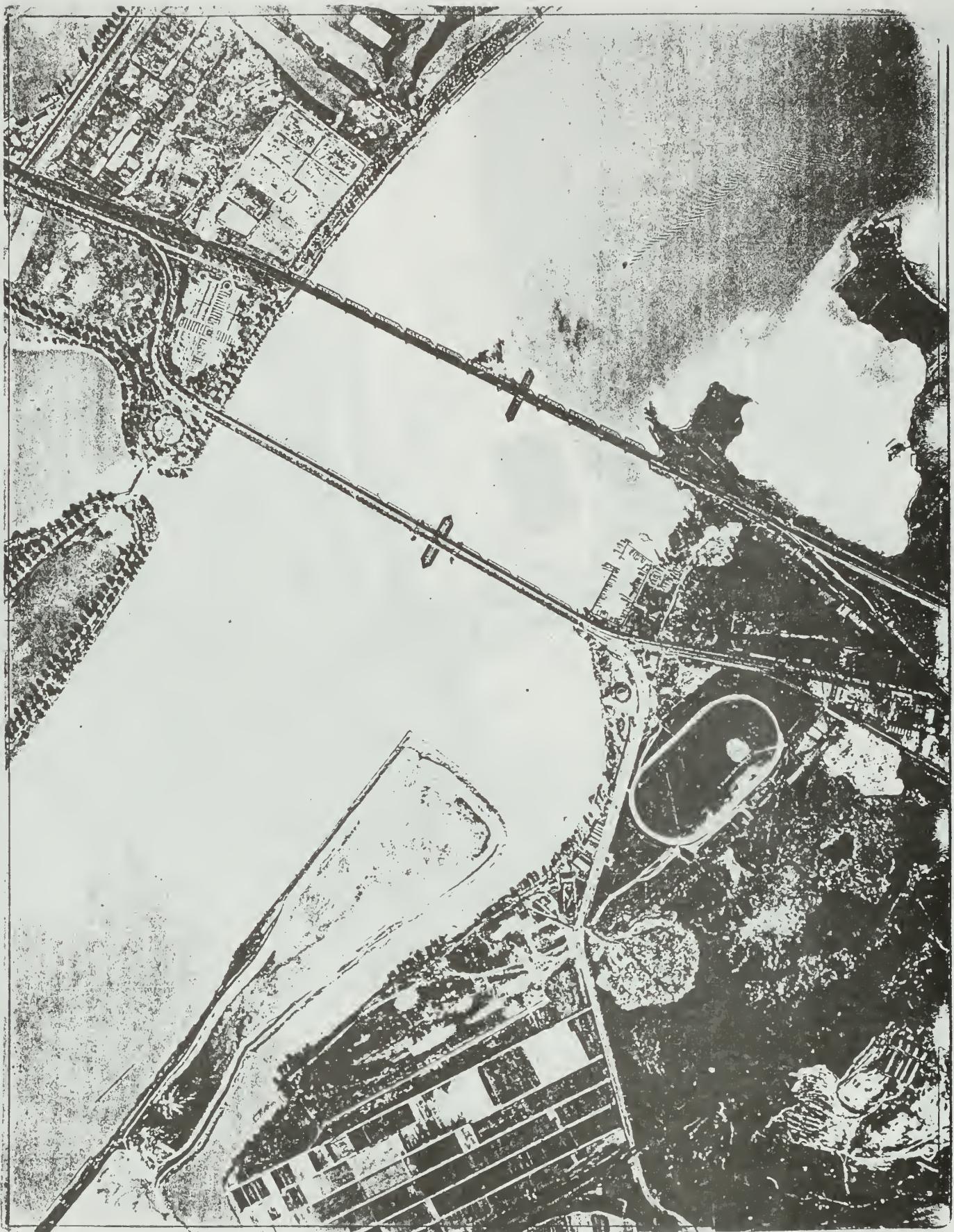


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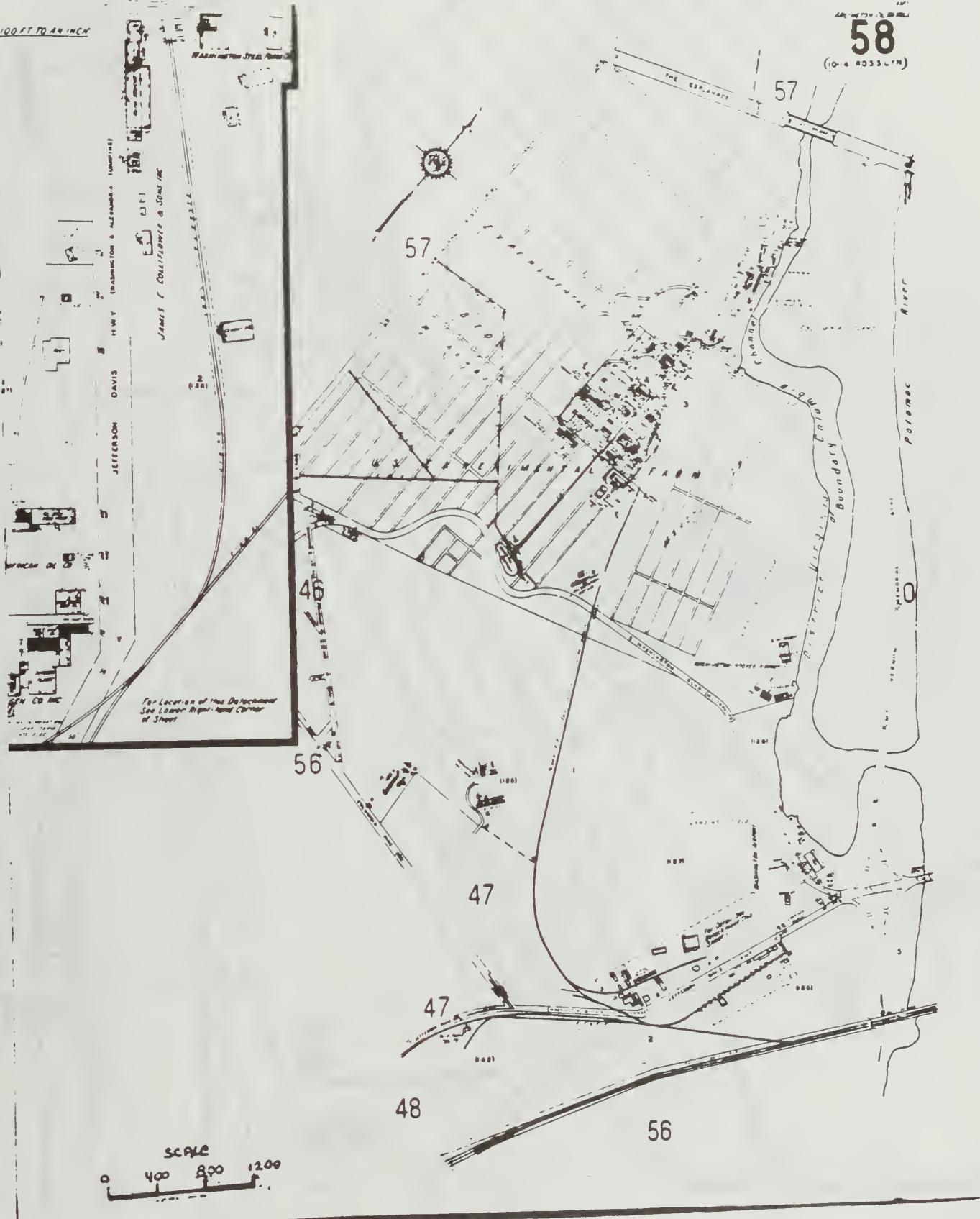


PLATE XVI: Portion, Sanborn's Insurance Maps of Arlington County, Virginia, 1936, showing activities between the Railroad Bridge and Memorial Bridge, including Washington and Hoover airports, Mt. Vernon Mem. Blvd, Experimental Farm (see following enlargement). Library of Congress, Division of Maps, Sanborn Collection.

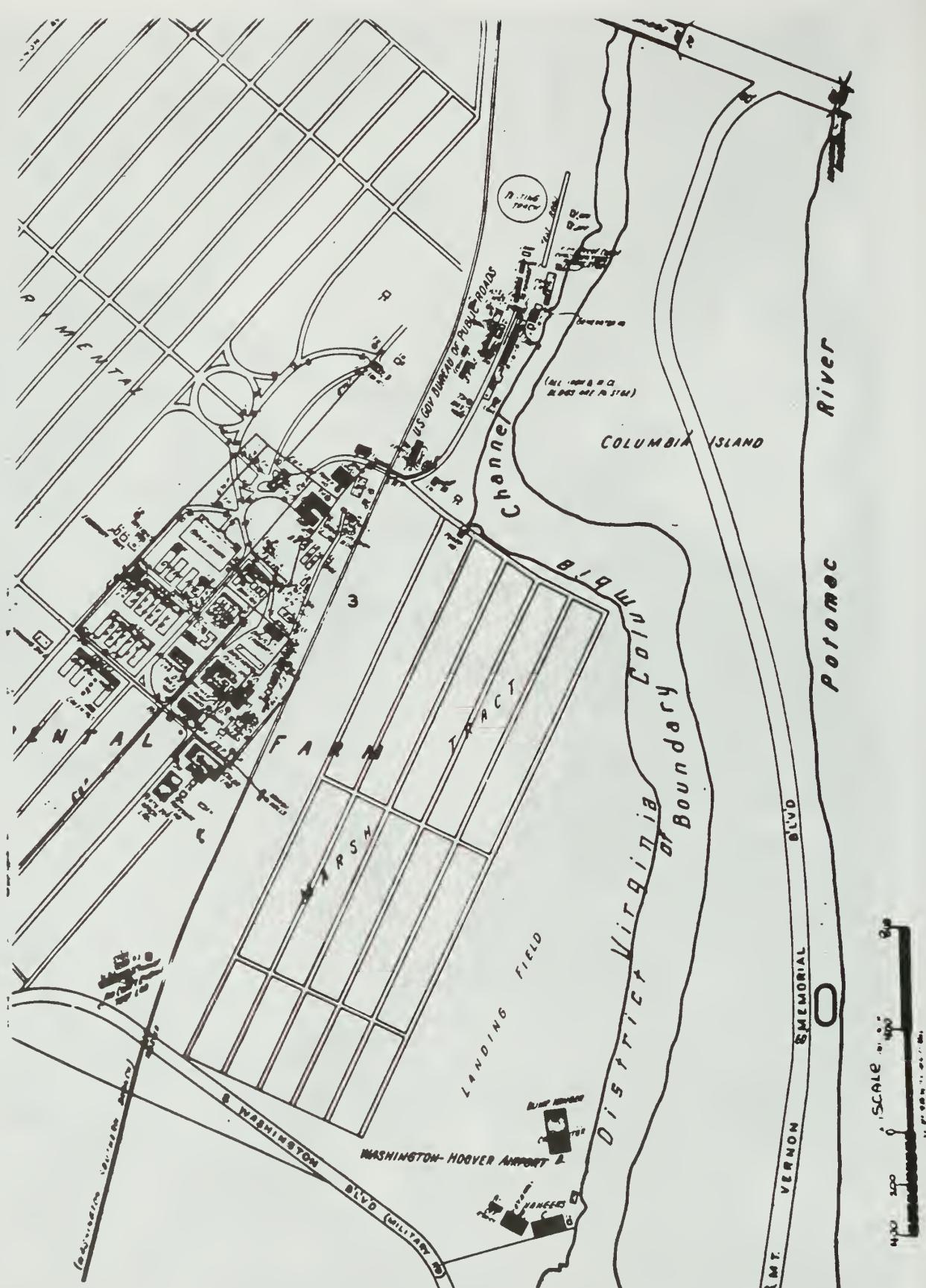


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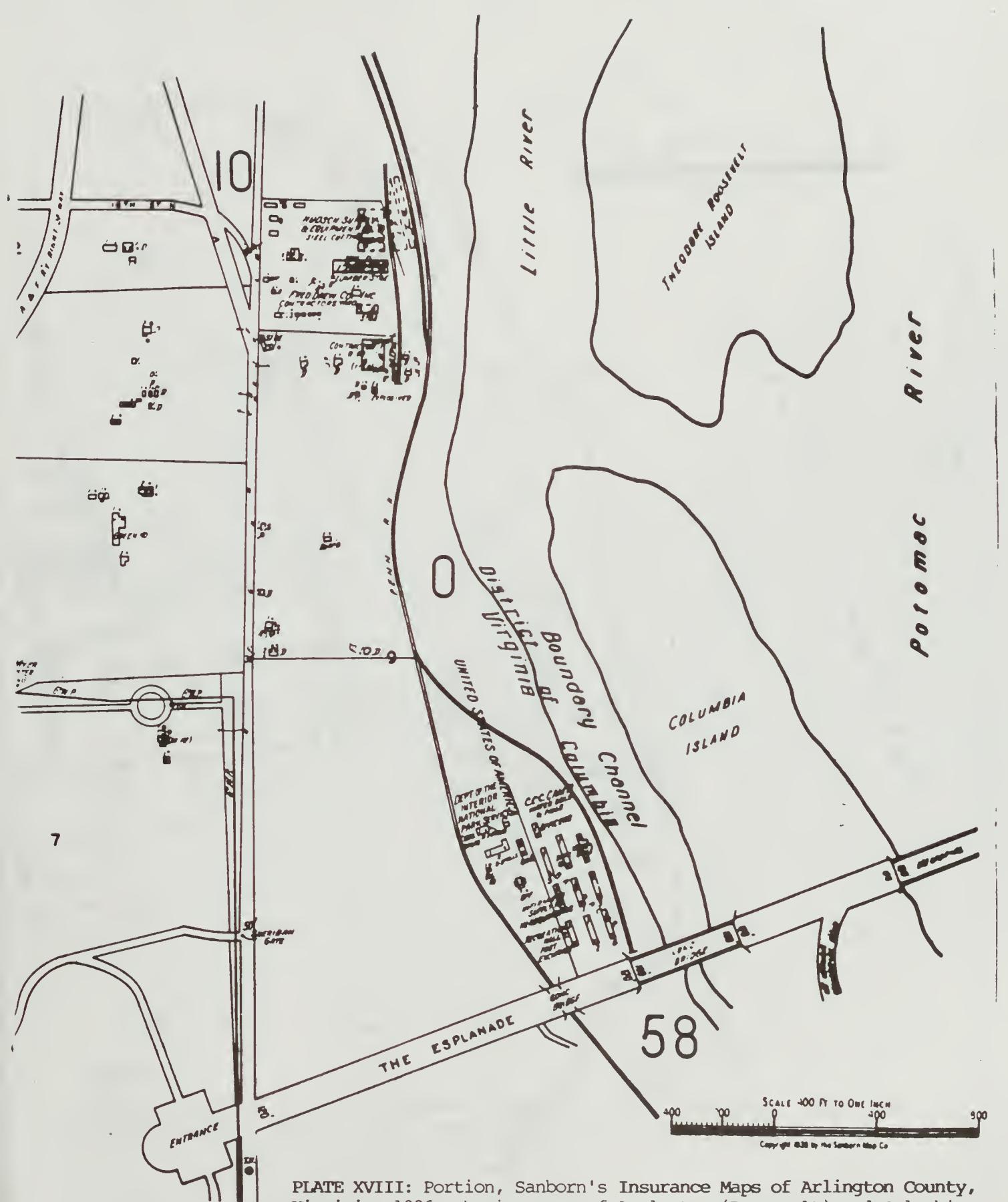




PLATE XIX: Portion, Sanborn's Insurance Maps of Arlington County, Virginia, 1936, showing unpaved road extending off N. Oak Street (upriver of Key Bridge), leading to settlement stretching along the riverfront to Spout Run. Library of Congress, Division of Maps, Sanborn Collection.

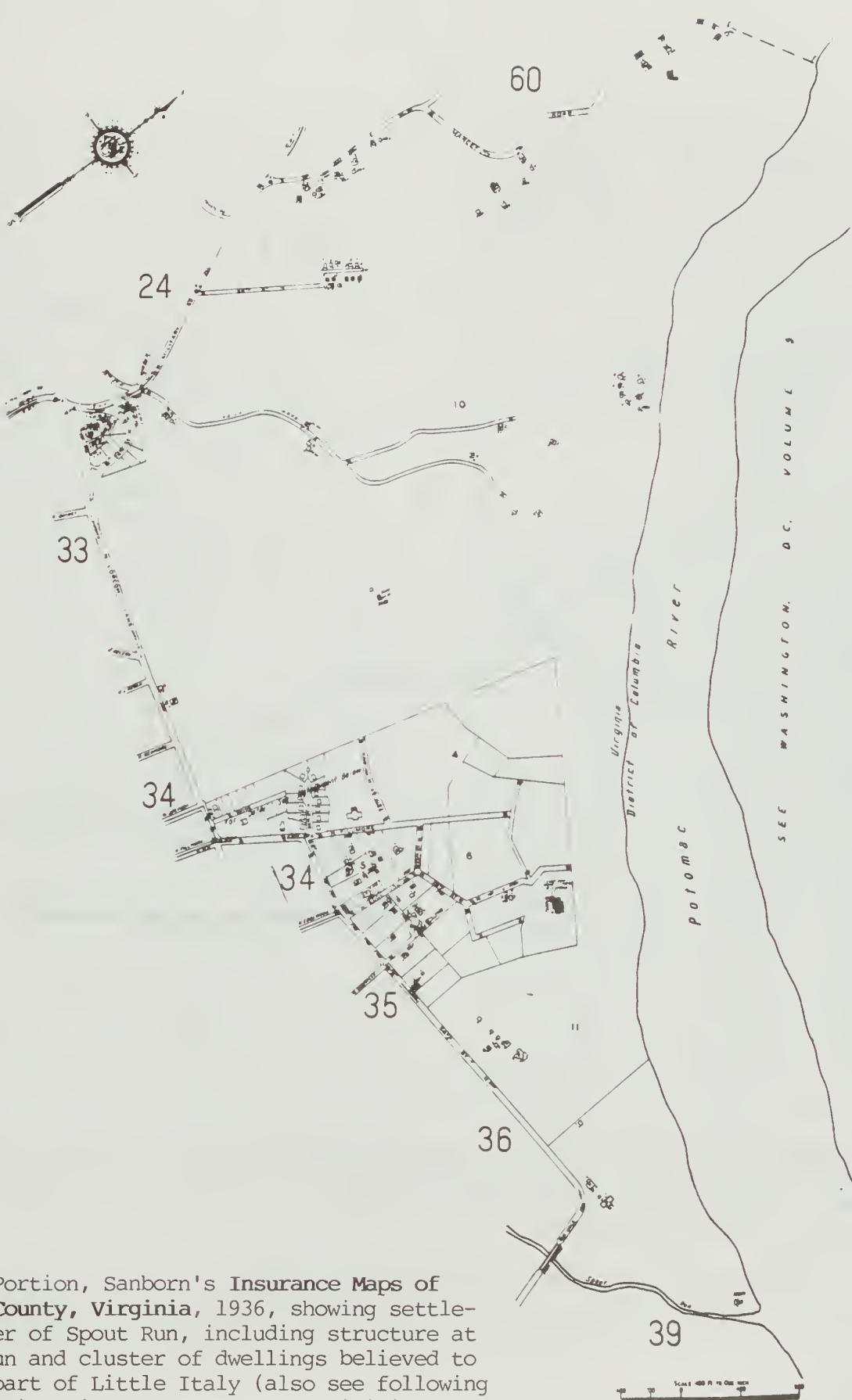


PLATE XX: Portion, Sanborn's Insurance Maps of Arlington County, Virginia, 1936, showing settlement upriver of Spout Run, including structure at mouth of run and cluster of dwellings believed to have been part of Little Italy (also see following enlargements). Library of Congress, Division of Maps, Sanborn Collection.



PLATE XXI: Portion, Sanborn's Insurance Maps of Arlington County, Virginia, 1936 (enlargement of portion of Plate XX, this report), showing house at the mouth of Spout Run. Three Sisters bottom right. Library of Congress, Division of Maps, Sanborn Collection.



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-8-25-13750-5-18-43-1:25-16-189-34 AREA 6 WASH., D.C.

PLATE XXIII: 1943 aerial photograph showing study area and vicinity. Roosevelt Island upper left, showing temporary bridge connecting to Georgetown; Rosslyn; Key Bridge; trace evident of unpaved road along river by Spout Run. National Archives, Record Group 323, DIA Canaster 5A-687.

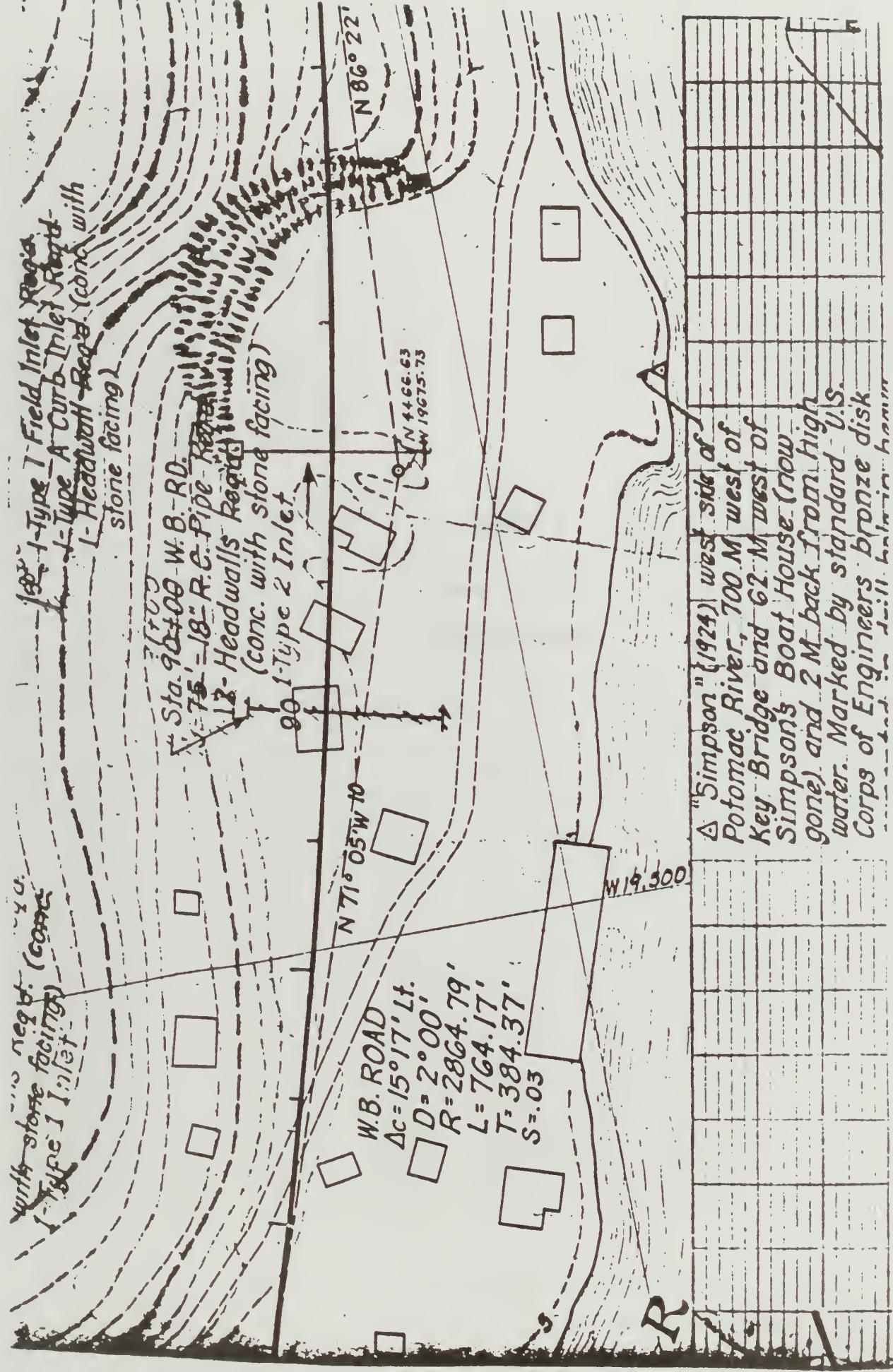


PLATE XXIV: From Plans for Proposed Project 6A12... (Public Roads Administration, 1947, Revised as built, portion page 6 of 46). View of portion of GWMP west of Key Bridge showing several structures impacted when the parkway was constructed. Scale one inch to 100 feet.

APPENDIX B

GWMP - 1947

CUT/FILL/GRADE

APPENDIX B

An Analysis of the 1947 Construction Drawings: Public Roads Administration, 1947, Revised as Built.

The purpose of this appendix is to present the raw data compiled from a study of the 1947 construction maps for that portion of the George Washington Memorial Parkway situated between Roosevelt island and the Lorcom Lane turnabout on the Spout Run Parkway. The distance between each station (such as 65.00 and 66.00) is 100 feet. Intermediate measurements are indicated when needed. These readings show the nature of GWMP impact on the landscape--cut and fill as well as, on occasion, maintenance of grade. The study begins in the area of TRI and proceeds upriver following first the Westbound (upriver) lanes of the parkway, then the Eastbound (downriver) lanes. Readings are for the centerline of the existing Parkway. By standing on or near the present centerline, one can get a good sense of how the terrain would have appeared before the highway was constructed.

WESTBOUND

STATION	CUT/FILL/GRADE	DEPTH (in feet)
51.50 - 51.60	Grade (start project)	---
51.75	Fill	1.0
52.00	Fill	2.0
52.25	Grade (in passing/start cut)	---
53.00	Cut	2.0
53.50	Cut	2.0
54.00	Cut	0.5
54.00 - 54.15	Grade (start fill)	---
55.00	Fill	3.5
56.00	Fill	7.0
57.00	Fill	8.5
58.00	Fill	11.5
59.00	Fill	13.0
60.00	Fill	15.0
61.00	Fill	12.0
62.00	Fill	10.0
63.00	Fill	7.0
64.00	Fill	6.0
65.00	Fill	5.0
66.00	Fill	6.0
67.00	Fill	5.5
68.00	Fill	6.0
69.00	Fill	3.5
70.00	Fill	3.5
71.00	Fill	4.2
72.00	Fill	6.0
73.00	Fill	9.5
74.00	Fill	8.6
75.00	Fill	10.2
76.00	Fill	9.0

WESTBOUND

STATION	CUT/FILL/GRADE	DEPTH (in feet)
77.00	Fill	12.5
78.00	Fill	15.6
79.00	Fill	15.0*
80.00	Fill	14.5
81.00	Fill	16.0
82.00	Fill	14.0
83.00	Fill	14.8
84.00	Fill	14.0
85.00	Fill	14.5
86.00	Fill	13.8
87.00	Fill	12.9
88.00	Fill	10.9
89.00	Fill	10.5
90.00	Fill	9.8
91.00	Fill	9.3
91.95	Grade (start cut)	---
92.00	Cut	2.5
93.00	Cut	13.8
93.50	Cut	10.7
93.75	Cut	2.5
93.77	Grade (start fill)	---
94.00	Fill	7.0
95.00	Fill	13.0
96.00	Fill	12.0
97.00	Fill	13.4
98.00	Fill	11.0
99.00	Fill	10.0
100.00	Fill	10.0
101.00	Fill	6.5
101.50	Fill	2.0**
102.00	Fill	1.5
102.50	Fill	6.0

*stream entrance

**end 6A12 Westbound

Continued by Westbound Connection (Spout Run Parkway). Readings start at Station 100.00.

**WESTBOUND CONNECTION
(Spout Run Parkway)**

STATION	CUT/FILL/GRADE	DEPTH (in feet)
100.00	Fill	10.0
100.50	Fill	6.0
101.00	Grade (start cut)	---
101.50	Cut	3.0
102.00	Cut	9.7

WESTBOUND CONNECTION
(Spout Run Parkway)

STATION	CUT/FILL/GRADE	DEPTH (in feet)
102.50	Cut	7.0
102.70	Grade (start fill)	---
103.00	Fill	9.0
103.50	Fill	9.8
104.00	Fill	1.7
104.40	Fill	5.0
104.40 - 107.00	Bridge Exception	---
106.50	Grade (start cut)	---
107.00	Cut	8.0
108.00	Cut	25.0
109.00	Cut	13.2
110.00	Cut	11.5
111.00	Cut	8.5
112.00	Cut	2.0
113.00	Cut	10.0
114.00	Cut	3.5
114.75	Grade (start fill)	---
115.00	Fill	0.8
116.00	Fill	8.0
116.50	Grade (start cut)	---
116.75	Cut	1.7
116.90	Grade (start fill)	---
117.00	Fill	1.0
117.50	Fill	2.7
118.00	Fill	1.0
118.15	Grade (start cut)	---
119.00	Cut	9.5
120.00	Cut	23.0
121.00	Cut	10.5
121.50	Cut	4.9
121.85	Grade (start fill)	---
122.00	Fill	0.8
122.25 - 122.30	Grade (just below)	---
122.50	Fill	0.5
123.00	Fill	1.0
123.14	Grade (start cut)	---
123.50	Cut	7.0
124.00	Grade (start fill)	---
124.50	Fill	6.5
125.00	Fill	5.0
126.00	Fill	2.4
126.77	Grade (start cut)	---
127.00	Cut	3.3
128.00	Cut	2.0
129.00	Cut	13.5
130.00	Cut	16.0
130.76	Grade (start fill)	---
131.00	Fill	3.2
131.30	Grade (just below)	---

**WESTBOUND CONNECTION
(Spout Run Parkway)**

STATION	CUT/FILL/GRADE	DEPTH (in feet)
132.00	Fill	9.8
133.00	Fill	20.7
134.00	Fill	16.4
135.00	Fill	14.1
136.00	Fill	8.0
137.00	Fill	10.3
138.00	Fill	13.0
139.00	Fill	14.0
140.00	Fill	14.0
141.00	Fill	11.2
141.60 - 141.70	Grade (Railroad Track)	---
142.00	Fill	4.5

END PROJECT, WESTBOUND CONNECTION

EASTBOUND

STATION	CUT/FILL/GRADE	DEPTH (in feet)
60.75	Grade (start project/fill)	---
61.00	Fill	1.2
62.00	Fill	9.4
63.00	Fill	9.1
64.00	Fill	8.9
65.00	Fill	8.7
66.00	Fill	9.7
67.00	Fill	8.7
68.00	Fill	8.8
69.00	Fill	5.4
70.00	Fill	3.5
71.00	Fill	3.7
72.00	Fill	4.8
73.00	Fill	6.2
74.00	Fill	1.7
74.04	Grade (start cut)	---
75.00	Cut (at a peak)	17.0
75.34	Grade (start fill)	---
75.50	Fill	3.0
75.62	Grade (start cut)	---
76.00	Cut	2.6
77.00	Cut	6.4
77.28	Grade (start fill)	---
78.00	Fill	12.0
78.89	Grade (start cut)	---
79.00	Cut	10.0
80.00	Cut	14.0
80.44	Grade (start fill)	---

EASTBOUND

STATION	CUT/FILL/GRADE	DEPTH (in feet)
81.00	Fill	19.4
82.00	Fill	6.5
83.00	Fill	10.0
84.00	Fill	20.6
85.00	Fill	29.0
86.00	Fill	12.0
87.00	Fill	6.4
87.18	Grade (start cut)	---
88.00	Cut	12.9
89.00	Cut	5.3
89.30	Grade (start fill)	---
90.00	Fill	4.0
90.40	Grade (start cut)	---
91.00	Cut	7.5
92.00	Cut	24.9
93.00	Cut	10.0
93.25	Grade (start fill)	---
93.35	Fill	1.7
93.48	Grade (start cut)	---
94.00	Cut	17.2
95.00	Cut	20.2
96.00	Cut	17.0
97.00	Cut	13.5
97.60	Grade (start fill)	---
98.00	Fill	13.0
99.00	Fill	2.2
100.00	Fill	4.0
100.29	Grade (start cut)	---
100.50	Cut	8.0
101.00	Cut	15.8
102.00	Cut	15.5
102.75	Grade (start final cut)	---
102.82	Fill	1.0

Continued by Eastbound Road Connection (Spout Run Parkway). Readings start at Station 98.16.

EASTBOUND CONNECTION
(Spout Run Parkway)

STATION	CUT/FILL/GRADE	DEPTH (in feet)
98.16	Fill (start project)	12.0
99.00	Fill	1.0
99.15	Grade (start cut)	---
100.00	Cut	3.0
101.00	Cut	24.0
102.00	Cut	29.5
103.00	Cut	30.0

EASTBOUND CONNECTION
(Spout Run Parkway)

STATION	CUT/FILL/GRADE	DEPTH (in feet)
104.00	Cut	12.5
105.00	Cut	9.5
105.29	Grade (start fill)	---
105.50	Fill	1.7
105.59	Grade (start cut)	---
106.00	Cut	11.0
107.00	Cut	12.0
108.00	Cut	17.0
109.00	Cut	8.1
110.00	Cut	9.5
111.00	Cut	15.5
111.63	Grade (start fill)	---
111.75	Fill	1.8
112.00	Grade (start cut)	---
113.00	Cut	6.9
113.87	Grade (start fill)	---
114.00	Fill	0.8
114.74	Grade	---
115.00	Grade	---
115.25	Fill	4.2
115.44	Grade (start cut)	---
115.50	Cut	3.8
116.00	Cut	15.0
117.00	Cut	17.1
118.00	Cut	5.8
119.00	Cut	2.8
119.17	Grade (start fill)	---
120.00	Fill	4.8
120.20	Grade (start cut)	---
121.00	Cut	16.7
122.00	Cut	26.7
122.86	Grade (start fill)	---
123.00	Fill	7.2
123.50 - 125.00	Bridge Exception	---
125.00	Fill	18.7
126.00	Fill	12.6
127.00	Fill	2.1
127.25	Grade (start cut)	---
127.50	Cut	2.0
128.00	Cut	4.2
128.40	Grade (start fill)	---
129.00	Fill	9.0
130.00	Fill	14.6
131.00	Fill	11.0
132.00	Fill	11.8
132.17 - 134.29	Not listed	---
135.00	Fill	10.5
136.00	Fill	8.2
137.00	Fill	13.2

EASTBOUND

STATION	CUT/FILL/GRADE	DEPTH (in feet)
138.00	Fill	15.0
139.00	Fill	14.9
140.00	Fill	16.1
141.00	Fill	4.2
141.11	Grade (Railroad track)	---
141.50	Fill	9.0

END PROJECT

